FLYING ACES

Club News

No. 270 Mar/Apr 2013

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DORCUS

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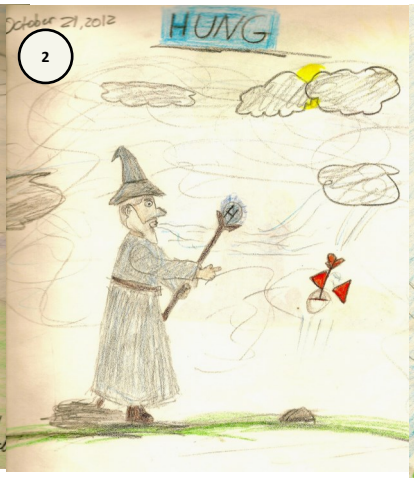
October 21, 2012
HUNG

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TRIXIE

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BRAVE COWARD ZACK
BY
ZACK SMILIN' JACK MOSLEY
ZACK IN 1942
CAP
CURTISS JN-4D JENNY
X-1
4-10-83
CAVU TO H. HANGAR WRITER FRIEND, BILL HANNAN
FROM ZACK MOSLEY -COL- -USAF-AUX. CAP

Photo captions:

1,2,&3 - Maria Kondrat came to the FAC Nats with her father last Summer and apparently soaked up some of the FAC lore while she was flying her models. She was inspired to do some illustrations of the three nemeses of Free Flight: Hung, who steals our models on rising currents of air; Dorkus, who causes us to launch our models at our toes; and Trixie, who seems to come up with new and creative ways to destroy our modeling dreams. Lets hope Maria's encounters with these three are rare!

4 - Roger Willis is working on this great looking Yak for the upcoming WestFAC contest. All it needs is some wing fillets and it's ready for combat. He incorporated a pop up tail DT system, which uses the radio antenna "wire" as the actuating spring.

5- Vance Gilbert took a little break from his usual Scale masterpieces to build a good old fashioned sport flier. The Navy Pursuit plan came right out of a 1934 Flying Aces Magazine. He sez: "Finished it last night, with a few modifictions.....of course. The original didn't have fenders, passenger windows, a ladder, a tail wheel, or a radial engine. I won't hold it against you if yours doesn't either... I always like the "civy" conversion of most anything."

6 - Another contender for WestFAC combat, this SE5a belongs to Bob Hodes.

7 - Here's one you probably don't recognize. The X-147 Volunteer was piloted by none other than Flyin' Jenny in the Russell Keaton cartoon strip. David Barfield is working on the new design, and it looks like he's well on his way!

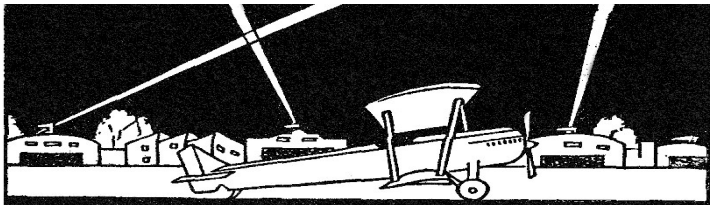
8 - The Fiction Flier references in the last couple of issues caught the attention of Bill Hannan: " Now that both Greg West and Tom Hallman have had success with Smilin' Jack Fiction Fliers, perhaps readers may be interested in learning more about the late Zack Mosley?

Back during 1983, after reviewing one of Zack's books in my Model Builder magazine "Hangar" column, he was kind enough to autograph this one for me. Note that his daughter still markets Zack's books and original comic art.

Here is an excerpt from his autobiography confirming that Zack was a model builder himself !

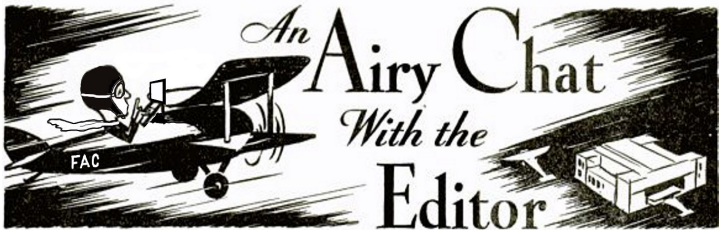
While going to high school in Shawnee, Oklahoma, I worked in a lumberyard, jerked sodas in drugstores, and ran ice-cream and soda-pop stands near Chautauquas"(traveling tent shows), and also at fairs and holiday events. Also, I managed to have dates with beautiful girls of which Oklahoma had an abundance. In addition to all of this activity, I still found time to complete a correspondence course in cartooning and to build model aeroplanes. To this day I wonder how I remained healthy with only a few hours of sleep each night, but who needed sleep when one was in such a state of euphoria, goin' full throttle ahead toward a goal and enjoying every minute of it! But STILL I was AFRAID of airplanes!

On our cover:
I hope the weather is looking more Free Flight friendly by the time this newsletter reaches you. Matt King wrote to tell us about an annual ritual: "Bobby Bard and I got out on Dec 31 to fly in the cold, cold weather. Do it every year to either end the year or 1 Jan to start a good year.



In this Issue

Plans Richard L. Berner wrote to tell us: "T'was I who bequeathed the Denny Staring plans for you to distribute to the multitudes. Still can't get rid of the Dutch roll. The good Dr. Zapf has made some suggestions – if they work I'll send dwgs of the mods." Thanks Richard! **Plans in this issue** include: An old Guillow's Hawker Hurricane; A P-47 by Mike Nassise, ripped from the pages of his terrific Tailspin Newsletter; a Caudron C.232 peanut bipe that is as sweet as they come, from E. Fillon; a Druine Turbi D-5 peanut drawn by our friend Roger Aime; and lastly, another one from France, but this time an American ship. The Loening M-8 is a shoulder wing peanut with a HUGE wing. The plan is for electric power, but it's a simple conversion if you'd like to power it with rubber. Our thanks go to all those who have contributed to this newsletter!



Greetings Junior Birdmen,

This issue has been a bit of a struggle for me. Despite the fact that there is some good stuff "in the pipeline," the cupboard wasn't too well stocked so I had to do some scrounging to fill these pages. If you've had an idea for an article, plan, or photo submission, this would be a good time to put off procrastination for later. We could use your help!

The other problem was a self inflicted minor disaster. I hit the wrong button at the wrong time and blew out the file with all the formatted articles in it. I didn't lose any of the raw data, but there was a lot of fussy layout work that had to be done over. Lesson learned...the hard way, as usual. Now I have a better system in place.

With the big WESTFAC contest looming in California, it seemed like a good time to pull out Tom Arnold's article on shipping models. While he used his method for bringing models from the West Coast to Geneseo, I'm willing to bet that it will work for models going the other direction too. Keith Sterner's WESTFAC Journal published in FACN #262 also had some good model shipping info. However you get your models to the contest, I hope you are planning to join the fun in 2013.

We're introducing a new column which I hope will be a regular feature in these pages. Vance Gilbert's *Rubber Scale Modeler's Muse Shop* will provide some inspiration, and insight into this great hobby of ours. The inaugural edition discusses the Bonus Point Quiz from our last issue. There are often differing opinions on how a model should be scored. You'll get a new appreciation on the importance of stating your case in your docs.

The recent two part article on rubber power flying by Don DeLoach generated a lot of positive comments from our members. A couple of the responses have been compiled into a sort of an article. They're mostly of the "Yeah, that'll work, but his is how *I* do it…" kind. It wasn't Don's intention to write a treatise on *the* way to achieve Free Flight success; just show one (good) way. If you've got something that's working for you, I hope you'll share it with the rest of the gang hanging around the airport fence.

I got a couple of comments on the lack of a Renewal Form in the last issue. Sorry about that! It was an editing error, but I'm going to blame the Hun spies. Fortunately, most guys figured it out. The basic set up hasn't changed in the last couple of years...BUT...Some time later this year, we *are* planning a switch. Blake "Bubba" Mayo will be taking over as Treasurer/ Membership Secretary so the dues will start going to him. Details will be announced when that goes into effect. The idea is that at some point, we're going to need a new editor (no, I'm not leaving just yet), and we figure it will be easier to find a replacement if the job is split off from the Treasurer's duties.

Last year at the Nats, the guys from Connecticut brought along a wonderful display of photos and other memorabilia from the early days of the FAC. They had photos mounted on display boards, and other items spread around the tent. It was a great opportunity to take a peak at where and how this wonderful outfit began. Mother Nature conspired against us as we had to set up the flight line in one long string without the usual right angle bend. The line was so long that few people got a chance to see the display way out on the right flank. Take a look at the photos on our inside back cover to get a glimpse of what you may have missed.

See you on the flying field!
Wingnut

Snuffer Tube Alert!

The message below arrived on my desk right after the last issue went out. It comes as a timely warning to those who use snuffer tubes on their DTs:

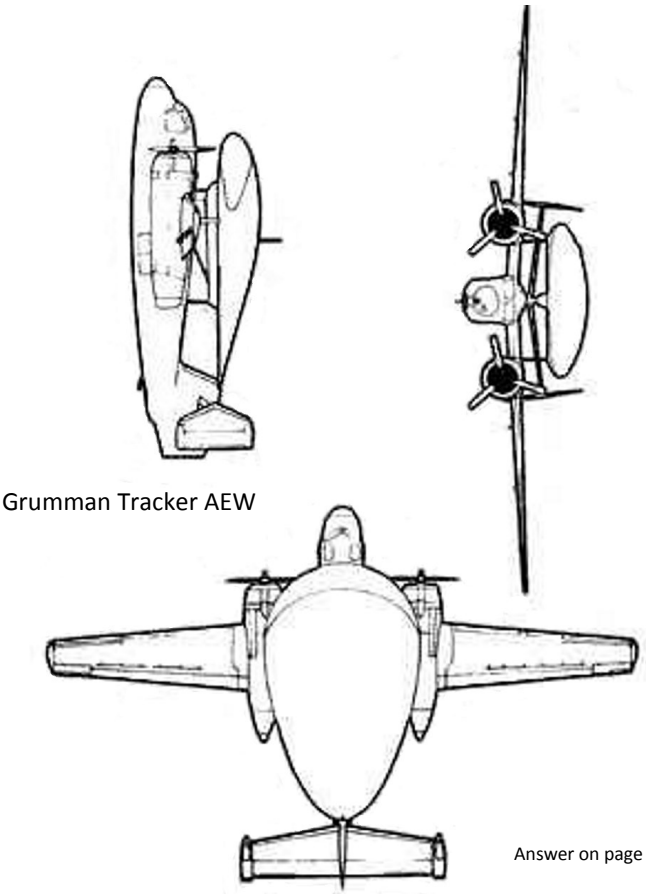
Hi Rich, I need to point out a problem with the design on Page 9 #269--

Snuffer tubes on bottom of fuselages --NOT ALLOWED IN AMA.

I have been processing planes, at the NATS, for several years. Needless to say, have made many flyers mad, when their plane was DisQ'ed for bottom tubes. (They have the option to repair for resubmittal).

Take care, Roy B. Stewart - Princeton, IN
MA-FAC-NFFS-SAM -NASS & TCA

Bonus Point Quiz



Grumman Tracker AEW

Answer on page 23

News on the Wing

Some late breaking news from GHQ:

There will be a NonNats Bar-B-Q Saturday, starting at 6:30!

- Menu: half a chicken, baked beans, roll, butter and a desert.

- Liquid refreshments al-a-cart or BYOB.

- Plan "A": box meals will be passed out on our flight line near the GHQ canopies. Plan "B": big hanger if weather gets ugly.

- Cost: $10.00

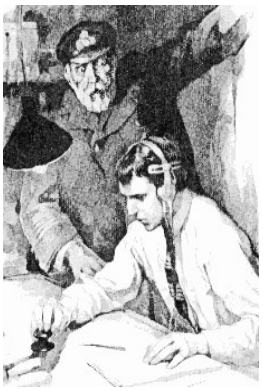
- Pre-pay with registration so we can give the HAG a head count at least two weeks in advance.

- THERE WILL NOT BE ANY TICKETS SOLD AT THE CONTEST TO ANY FAC MEMBER (or FAMILY MEMBER) WHO RECEIVES THE NEWS LETTER. PERIOD.

Confirmed: HAG Hut will be on the field for lunches Wednesday through Saturday.

Confirmed: NO dinner meal at SUNY dorms on Saturday. Those who do not want chicken will be directed up town.

See you there!
Ross Mayo, CinC



S.O.S.

Tinkerers wanted!

Our good friend Roger Aime in France has asked us for some help finding a reliable design for retractable landing gear for a scale rubber powered model. He has tried several designs, "but always problems!"

If you have a good system for cranking up the undercart on your stick and tissue crate, please send it along to Roger. If you'd rather not spring for one of those fancy international stamps, just send it to the editor and we'll pass it along. If we get some interesting ideas here, we would love to share them with the whole FAC community.

Roger Aime
292 Bd. G. Clemenceau
13300 Salon de Provence France

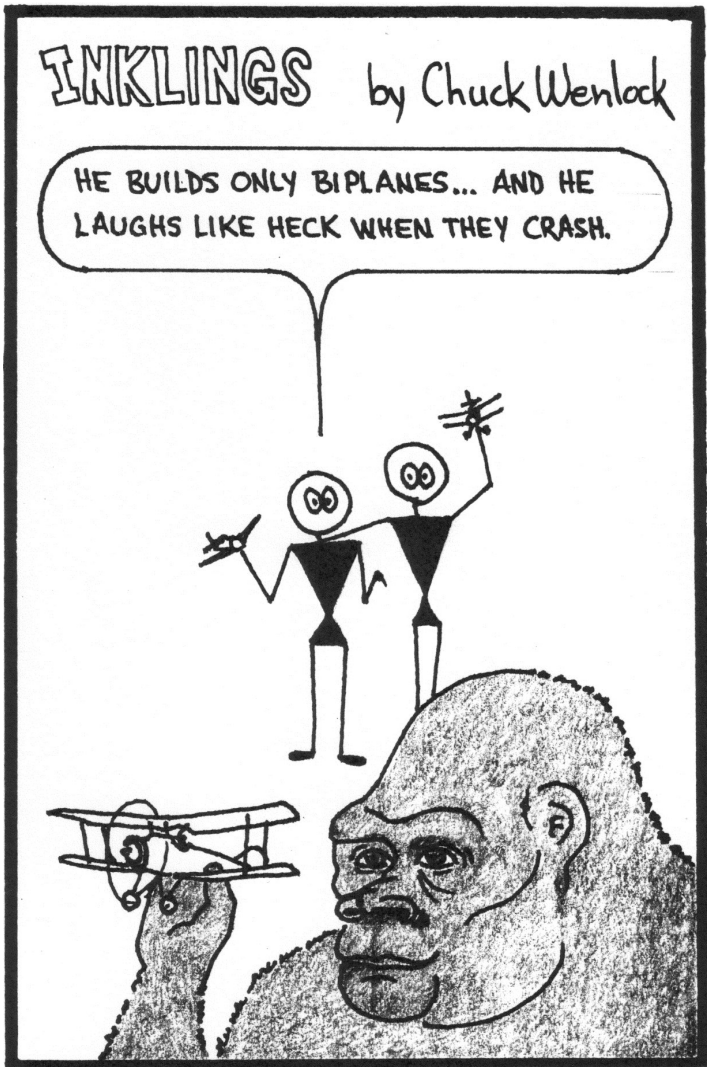
Judge Abuse

What You Can Do to Prevent It

We all appreciate the time and effort the scale judges give to help us at our contests. At the FAC Nats and Non Nats the number of models to be judged is intimidating. Judges spend the better part of their day at the task. Despite the fact that scale scores are not released for models that do not achieve an official flight, some models are submitted for judging year after year and never put in an official flight. Sometimes there will be a legitimate reason for not posting an official flight. Perhaps the model was new and wasn't flown before the contest. Perhaps the model was damaged while test flying after judging or maybe it couldn't fly long enough to post an official flight. But, that's an excuse once.

Remember, this is the Flying Aces Club, not the Static Display Club. If you don't intend to fly your model, please give the judges a break. Don't submit it for judging.

Thanks,
FAC Council and Scale Judges:
Past, Present and Future!



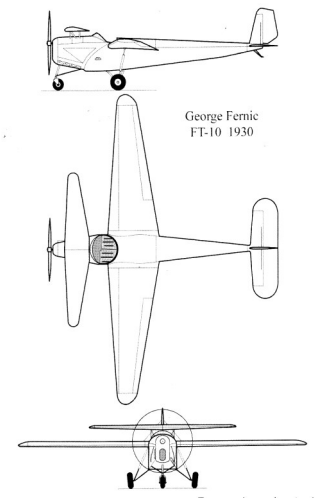
Rubber Scale Modeler's

Muse Shop

Vance Gilbert

Hi Fellas, and welcome to the Rubber Scale Modeler's Muse Shop. It's that place in the winter where model minded men break out plans and plane views, scale rulers, daydream, add up potential bonus points, multiply that by the square of the number of oohs and ahhhs from his fellow modelers, and head to Kinko's or press "400%" on their copiers with one 3-view or another.

Here's a fun "go round" about a previously printed 3-view of the Fernic F-10 from 1930 tween yours truly and Richard Zapf:



From Richard Zapf….
I have to disagree with the messily 5 bonus points for the FT 10 and here is why -

1. The aircraft is not a canard as it very clearly has a tail.
2. The forward wing is fixed and does not aid in maneuvering the aircraft as would be the case if it were a canard.
the configuration is very similar to the Piaggio P180 Avanti. The designers from Piaggio clearly point out in an article published in the AOPA Pilot about two years ago that the P180 is not a canard and that the forward wing is critical at low speed to safely manage landing a take offs. Looking at the FT10 it is likely that the forward wing was placed there for the same reason. In both cases the designers goofed or could not reconcile the cg in normal flight and landing configuration….

Very interesting.....My response is this -

1. I submit that although that many of the "rules" or reasons for Herr Zapf's thinking to be true in full scale, model-wise - conventional stab or no - that canard has to be trimmed for it's presence for our purposes, whether we officially call it a canard or not . We can call that canard "Bob" if we like, it certainly <u>does</u> matter how you drag it through the air, so it's ultimate effect on the aircraft is that of a canard, by very nature of it simply *being there*.
2. By the very nature of it being deemed a "forward wing" it's given it the aerodynamic respect it deserves. On a model I would never just set that canard-non-canard at 0-0 and do all my trimming with the rearward stab. IE, "just 'cause it already done gots a stab in the rear don't mean I don't have to trim for the one in the front…Gimmie my 5 points!!"
3. That canard surface area/main wing area on the Avanti is far less in area compared to the same canard/wing area percentage on the FT-10.
4. Fernic's canard surface was not at all an afterthought, as he has designed other planes with similarly positioned surfaces.

That said again, some third party thinking might counter "Well, that crossbar "winglet" or "lifting surface" on a Fokker D7 should, under this definition, most certainly be considered another functioning wing, ergo the D7 classified as a triplane. Gimmie my 20 points!

Yes, the decision seems to be based on the base point that the judge uses; either believe in the definition of the aircraft designers, who had throttle, rudder, elevator, and aileron to make their creations do what they need to do, canards and other accoutrement notwithstanding, or the definition of the modeler, who is a slave to the designers final elocution of whim, eternally searching for inherent stability with what's given him...

I think the "moderator" in this go round, Editor Weber, said it best: Both are valid. Both pose problems. Aircraft designers don't always agree on terminology. Different eras and different countries used different criteria. Modelers are always going to look for the definition that gets them the most points.

And there we have it. I'd add that the modeler should present his reasoning in his documentation, points added, but be prepared for the scale judge to give or not give those points. I believe that's what makes the building and judging kinda exciting - a little gray area…it may or may not be a low-winger, depending on the judge's discretion. Yeah, it's a trimotor, but I'm not convinced in giving you the full 20 its with *those* props..etc.

WESTFAC IV REGISTRATION FORM

PERRIS , CALIFORNIA

APRIL 24TH, 25TH, 26TH and 27TH 2013

[Please Print]

Name_____Address_____AMA #_____

City_____State_____Zip_____Email:_____

Entry Fee @ $25 [flies all events]: ____ $ _____

WESTFAC IV T-Shirt @ $15: ____ size ____$ _____

Big WESTFAC IV Awards Dinner @ $25: ____ $ _____

Total Enclosed: $ _____

- No entry fee for contestants under 18 years of age. **Please send your check prior to March 15th 2013** so you won't have to stand in line at registration. **Mail entries to: WESTFAC COMMITTEE, 409 S. 225th Ave. Buckeye, Arizona 85326.** We will be unable to refund cancellations after March 24th 2013. **Make your check out to: WESTFAC COMMITTEE**.

- There is overnight vehicle parking at the flying field. However, we suggest you call the HOLIDAY INN EXPRESS at 951-943-5577. Mention WESTFAC and reserve your room at a discount ASAP.

- Awards will be made through 3 places in each event.

- Event times are: April 24th: scale judging at the So. Cal. Railroad Museum in Perris from 1PM to finish. 23rd, 24th, and 25th: flying hours are 7am until 4 pm. On Saturday evening (27th) at 7:30PM our AWARDS BANQUET will be held at the Scale Judging location. - All are welcome.

Waiver: I/We hereby release the Scale Staffel Model Club, Lone Star Squadron, The Alamo Esquadrille Squadron, MMMFFMAC, The Rio Grande Sqdn. and the Flying Aces Club, Inc., all other persons and organizations connected with this contest from any liability whatsoever for accidents incurred while participating in this contest. I/ WE, also agree to abide by all flying and field rules in force at this contest. I/WE also understand that if we are late for a pilot's/ Mechanics call for Mass Launch Events, we may be disqualified. The time for these "calls" and events will be posted at the Scoring Tent**.**

Signature _____AMA NUMBER_____

Again, all scale judging will take place on WEDNESDAY APRIL 24TH from 1PM until finish at 2201 S. A Street,Perris Ca. [about 8 minutes from your hotel. No one admitted until 1PM except Vendors.

Bring your models and documentation. Documentation should include: a three-view, a picture of the real plane and the color scheme you used. If you cannot get one of these, you may bring a written description from a journal or news article. Mass Launch aircraft not entered in FAC Rubber Scale will be judged using a special Check List at the Scale Judging. A special set of Judges will be used for this check. All radial engine models in Mass Launch events must have at least a paper engine inside the cowl. All military models in Mass Launch must have armament built into the model—no "painted on guns". No slab-sided models unless the real aircraft was slab-sided. No folding props in any events**. No rubber limits on any event.**

--------Please circle the events you plan to enter--------

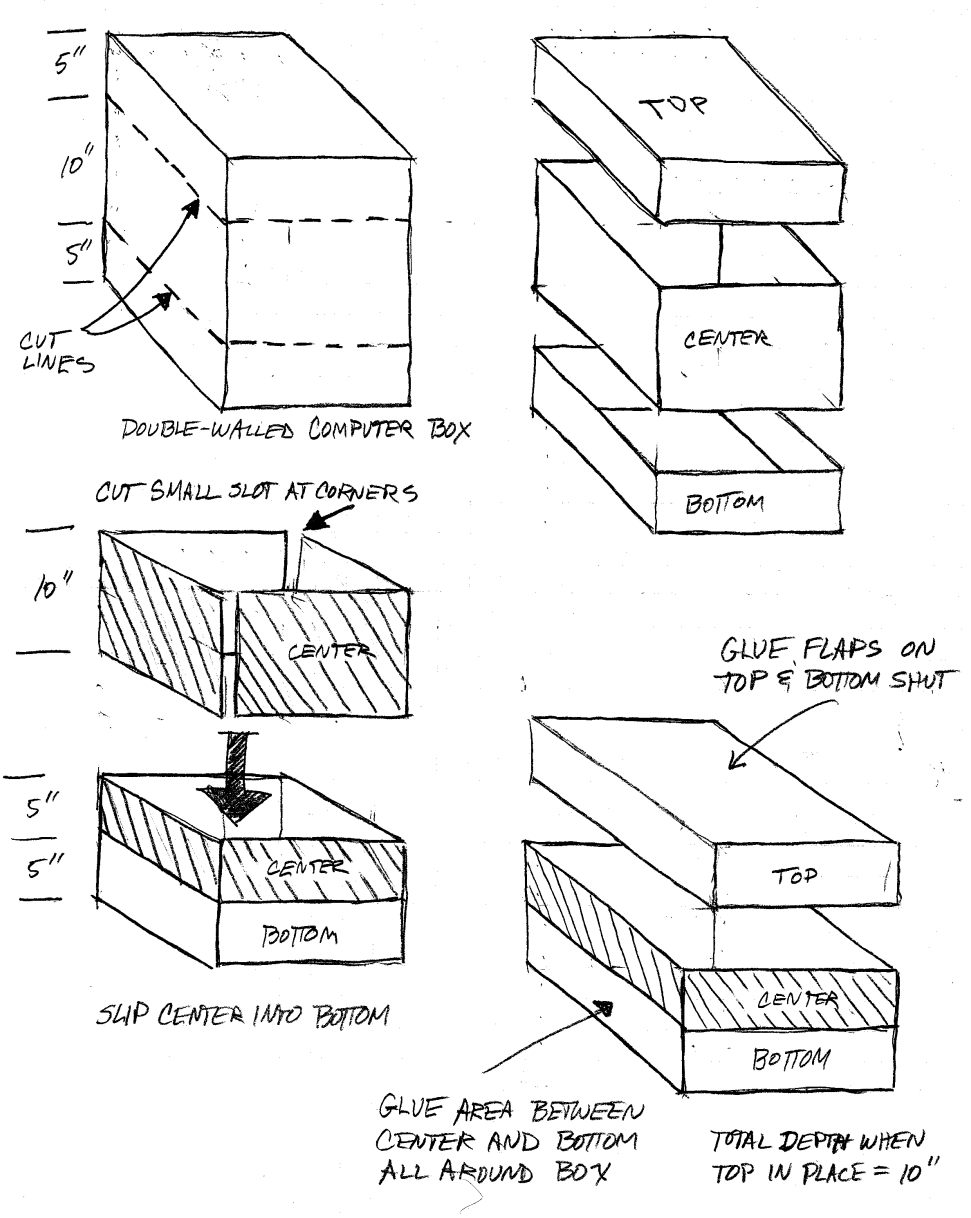
FAC Rubber Scale	Jimmie Allen	WW I Combat
FAC Peanut Scale	Low Wing Trainer ML	WW II Combat
FAC High Wing Peanut Scale	Thompson ML Embryo	O.T. Cabin
FAC Jumbo/Giant Scale	Embryo	Mediterranean Theater ML
FAC Power Scale	O.T. Stick	2-Bit + 1
"Double Trouble" Twin Mass L.	Dime Scale	Flying Horde ML
Modern Military	Golden Age Civil/Mil	WESTFAC IV BANQUET ON THE 27TH
Greve Mass Launch	Battle of Midway/Grumman ML	7:30PM…ALL AWARDS

Shipping Models the Painless Commercial Way

by Tom Arnold

In traveling from the West Coast to Geneseo and with the increasing charges for airline baggage, years ago I was forced into shipping my models to the contest via UPS and FedEx to my motel ahead of time. In looking at all the incredible things (like expensive computers) shipped inside cardboard containers, I decided to try them. In a word----they work GREAT but there are some pitfalls to be aware of. Remember, these are shipping boxes for commercial shipping, not back-of-the-car-storage boxes which can be a lot weaker.

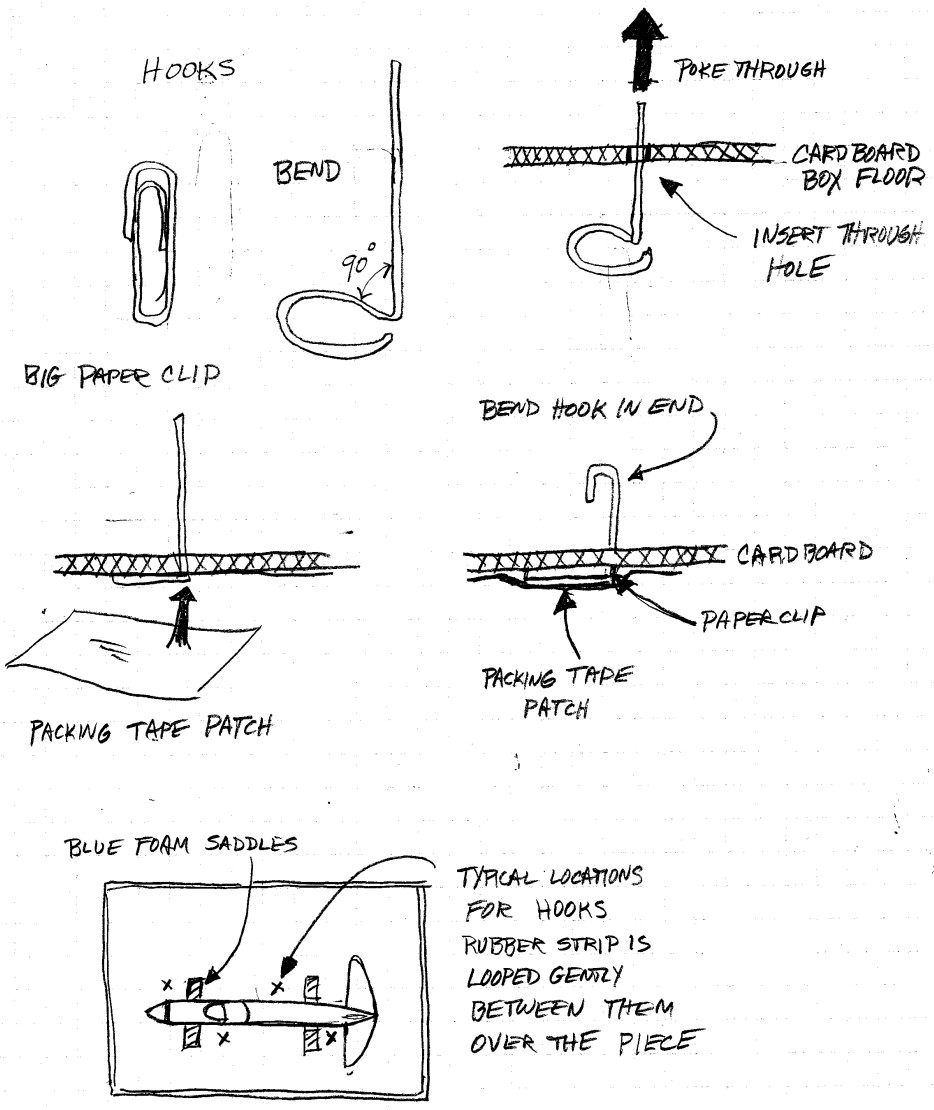
BOX CONSTRUCTION: The concept is to build a box that will not crush and then to strap the models to the floor of it. There is NO packing like Styrofoam peanuts or bubble wrap involved as all that does is transfer blows right to the model. The only way the model can get damaged is by the box collapsing or a something poking through the wall and reaching the model, both very unlikely with the following construction. My first step is to find used computer, computer accessories, or moving boxes that are of the DOUBLE-WALLED construction type ---real heavy duty things. You can easily see the double wall construction by looking at a cut edge. Then I cut a "belt" out of the middle of it, leaving a generous top and bottom edge remaining. This cardboard belt was then trimmed to fit around the interior of the bottom lid of the box and glued in place with lots of white glue. The box top could then slide down over this interior lip and rest against the edge of the bottom of the box. This gave, literally, a double-double-walled side of the box when closed. Of course the top and bottom flaps were glued shut with white glue also. Lots of glue is used---I spread it with a cheap 3" paint brush and bought a gallon of it. Remember that white glue has water in it and the cardboard will warp and not glue flat unless you put weights on everything and be sure to clamp the "belt" to the bottom box side as it dries. Other glues may work as well but white glue seems to be the cheapest as you use a lot. My boxes are of different dimensions, as you can imagine, but the height I make is a constant 10".



As far as the models go, I cut little cradles from blue foam (glued down) to hold the models in place and then criss-crossed old strands of broken rubber motors over the tops of the models and to the bottom of the box to hold them in their cradles. The rubber strands don't have to be tight. The rubber strands are looped through little wire hooks that come up through the bottom of the box. The hooks are formed from those big office paper clips that are first straightened out, then a hook is formed at one end, a hole punched through the box bottom with an awl, and the straight wire fed through the hole from the inside of the box. On the outside of the box, a needle nosed pliers then bends the wire at a 90 angle and then in a rough circle as an anchor so the wire won't pull

through. The circles are attached flat to the box bottom with a couple of very generous pieces of clear strapping tape and you are set to go.

It may look a bit ratty with the wire loops taped all over but it works like a charm. On big boxes you can build interior "walls" with blue foam and cut little doorways through to admit fuselage and wing parts as needed. If you are real clever, you can strap wings to the top of the box but be real careful that when you slip top and bottom together that everything clears (How do I know that?). For the actual shipping, a single vertical WIDE strip of that nylon strapping tape on each side will do it. The reason I suggest the wide nylon tape as opposed to the clear stuff as I have had the local FedEx office express concern on it coming open with the clear stuff----I think it is psychological as the nylon stuff just looks more substantial. The boxes last for years and the only thing I do to them is rearrange the furniture inside and the hooks .



Does it work? Yep----every time. In the 15 years or so I have been shipping my models this way I can honestly say that the boxes have never failed to protect my models from any outside damage. I HAVE had damage though, and it has all been my fault. I have crammed too many models too tight in a box. You should have at least an inch or so space between things. Little parts have broken loose (don't ship with prop assemblies in place!!) and made hash of things. I have had a rubber strand break and the loose fuselage rattled around and got gouged. That taught me to have 2 separate rubber hold-downs per part and if one broke the other could keep the part in place. But the box itself did the job by not crushing. As a test after I pack things, I shake the box as hard as I can (should be no sound), drop it and finally kick it across the garage floor. If there is damage, better that I find it while I have time to correct it BEFORE the contest than later in my motel room. I had a baggage handler one time tell me that the heaviest boxes go to the bottom of a pile and really light ones get pitched to the top.

THE COST: This is a toughie because rates change regularly with the price of gas. You can go onto both the FedEX and UPS web sites and enter your box dimensions and weight (mine run around 6#) to get a cost. Here's the catch---you don't get a price break in volume like every other business product. The bigger the box, the more it costs and there are break points in the pricing schedule. One of my boxes cost $13 to Geneseo. Another box only 1 inch bigger cost $33----that was a nasty surprise and that is only one-way to boot. A rule of thumb is that 2 small boxes will cost a lot less than a similar box twice as big. It appears that your combined height-width-length measurement for both FedEx and UPS should be 60" or less for the least cost. It is best to go on those web sites and play around with the measurement and cost calculator and build accordingly with one model per box. The big box route can also be taken but you have got to squeeze in at least 3 or perhaps 4 models to make it work.

This brings in a new wrinkle that I am dealing with and that is the computer boxes I have used in the past now restrict my airplane sizes. The tail is wagging the dog----I found myself building an airplane to a box size instead of the other way around. You can get a 20" span model (wings disassembled) into a computer type box pretty easily for the cheapest rate, but my favorite sizes---24"to 36"---are impossible without getting into outrageous shipping rates. So now I am experimenting in building my own custom double-walled cardboard boxes. Wish me luck.

2013 NON-NATS INFORMATION

Dave Mitchell, CD

Well, by Hung, here we are again: dreaming of another flying season! That sound you have been hearing is the great machinery of the FAC spinning up for the 2013 Non Nats. Despite the concentrated efforts of politicians, generals and powerful special interests I will again be your CD for the contest, typing out complicated instructions and vigorously bleating my commands through the megaphone . I will be assisted by the very capable Mr. Rich Weber on drums; Mr. Stew Meyers on electronic keyboards; and a further cast of dozens filling in on the rest of the responsibilities that make it all happen. Many of you have already begun to line up for duty, which warms the cockles of my flinty heart and spares you from being publicly shamed into service. Thank you!

Registration and scale judging will take place at the field in the HAG Swanson Hall building on Wednesday, July 17 between 12:00 and 5:00 pm. This will be a new site arrangement for us--stay tuned for more information. As usual, please have your AMA card and a bit of patience handy.

You will be encouraged on Wednesday to have your models, both scale and non scale, reviewed for whatever compliance checks are required of them. These would include the Pilot's Pre-Launch Checklist (PPLC) for all Mass Launch and TOTF Scale models. Yes, all models. The Great Experiment at last year's Nats of trying to minimize the number of models that had to be checked was, well, interesting, but ultimately confusing. So please be prepared to have your Mass Launch and TOTF Scale models PPLC-reviewed. Fillets, tail struts, gear doors, yeah all that stuff. We're gonna ask you to do it all well before you have to fly in an event so that if, perchance, you forgot to put aileron lines on your pride and joy, you will have the time to grab a Sharpie and do the right thing. Yes, we will have judges available on the field during the meet, but ask you to do as much of this on Wednesday as you can.

When you present your pride and joy for review, the judge will hand you a brightly colored time slip for each model and ask you to fill out the usual information: your reg. number / name, the event number / name, and the model. This colored time slip is the MOST IMPORTANT THING IN THE WHOLE WORLD! DO NOT LOSE IT. The judge reviewing your model will mark you as cleared (because of course you will pass) and / or tally your bonus points as applicable. You will then use this time slip in one of two ways:

1) To enter your first flight time for that model, and/or

2) To show PPLC compliance when registering your model for a Mass Launch.

NOTE: If you plan to fly your model in both a Mass Launch and a TOTF Scale event, please ask the judge to give you two slips: one to show for the Mass Launch registration, another to use as your first time slip.

Why o why are we asking you to do this? Because we think it will help the beleaguered time slip recorders give you proper credit for your bonus points, PPLC and rules clearances, that's why. When the time slip recorder is handed a colored slip, they will know there is more data than just time that needs to be entered. You just can't BELIEVE how easy it is to overlook that "other" information after you've stared at a thousand or so, especially if some fellow brings in all their time slips for three events at 4:49 pm of the last day. No, you would never do that.

One more thing: we will NOT be awarding Grand Champ honors at the Non-Nats. That's strictly a NATS thing. So relax and just fly what you want to fly. That's it for the logistics. Here's some events that want mentioning:

EARL STAHL COMMEMORATIVE. HONOR EARL! Any Earl Stahl designed scale model is eligible. We'll even let you fly that model that was SUPPOSED to be built with gear down, but you built with gear up, with no penalty. We will be flying the event to FAC Simplified Scale rules, with the following exception: for purposes of this event ONLY, we will treat all of Earl's designs as Modern Plan / Kit scale entries. There will be NO extra bonus points awarded for building the model exactly to a pre-1946, OTPKS plan. The idea is simply to honor and recognize the full scope of Earl's scale designs. You'll also be able to enter your Stahl model in the main Simplified Scale event, where the full, normal rules will apply. You can also of course enter it in any other event for which it would otherwise qualify.

25" COMET PORTERFIELD ONE-DESIGN. Sponsored by the Detroit Cloudbusters. The winner gets free entry into the 2013 Outdoor Champs in Muncie, where the event will also be run. FAC Golden Age Combined rules apply. Plans and more detailed information are in the FAC Newsletter #269, or you can check out the Cloudbuster's website at cloudbustermac.tripod.com.

FAC GIANT SCALE. Back by popular demand! Dust off your proud birds and your 5:1 winders and let's darken the skies...

July 17-20 2013 FAC NON-NATS Geneseo, NY

WEDNESDAY, July 17

- REGISTRATION: 12:00 - 5:00pm in Swanson Hall on the HAG Flying Field
- Scale Judging
- Compliance Checks: PPLC for Mass Launch and TOTF Scale; Non Scale events as required
- Vendors welcome--NO fee
- Registration and Scale judging available Thursday for late arrivals

THURSDAY July 18
8:00 am - 5:00 pm

FAC Scale events:
#1 FAC Peanut Scale
#2 FAC Rubber Scale
#3 FAC Jumbo Scale
#4 FAC Pioneer Scale
#5 FAC Power Scale
#32 FAC Giant Scale

TOTF Non-Scale
#10 OT Rubber Stick*
#13 FAC Jimmy Allen*

TOTF Scale
#7 Golden Age Combined
#33 Comet 25" Porterfield***

Misc. Timed Events
#15 Simplified Scale
#19 Embryo Endurance

Mass Launch
#6 Low Wing Mil. Trainer
#24 Goodyear Formula

End of Day Event
SLOW Race

FRIDAY July 19
8:00 am - 5:00 pm

FAC Scale events:
#1 FAC Peanut Scale
#2 FAC Rubber Scale
#3 FAC Jumbo Scale
#4 FAC Pioneer Scale
#5 FAC Power Scale
#32 FAC Giant Scale

TOTF Non-Scale
#11 OT Rubber Fuselage*
#14 OT Gas Replica**

TOTF Scale
#8 Modern Civilian

Misc. Timed Events
#16 Dime Scale
#20 Jet Catapult

Mass Launch
#22 Thompson Trophy
#25 WWI Dog Fight

End of Day Event
BLUR Race

SATURDAY July 20
8:00 - 5:00 pm

FAC Scale events:
#1 FAC Peanut Scale
#2 FAC Rubber Scale
#3 FAC Jumbo Scale
#4 FAC Pioneer Scale
#5 FAC Power Scale
#32 FAC Giant Scale

TOTF Non-Scale
#12 2-bit+1 OTR*
#29 1/2 Wake*

TOTF Scale
#9 Modern Military
#34 Stahl Commemorative****

Misc. Timed Events
#17 No-Cal Scale
#21 Fiction Flyer

Mass Launch
#23 Greve Race
#26 WWII Combat

End of Day Events
Awards (to Third Place)
HAG Barbeque

* Timing slips must be turned in by 4:30 in case of ties

**Target Times posted at 8:00am, 11:00am, and 2:00pm

***One-Design event sponsored by the Detroit Cloudbusters. Winner gets free ride at the 2013 Outdoor Champs. #7 Golden Age Combined rules. Full details at cloudbustermac.tripod.com

****Earl Stahl Commemorative Event will be flown to #15 FAC Simplified Scale rules. See FAC Newsletter and the FAC Website for details. www.flyingacesclub.com

The Gadgeteer

Here's a compact way of storing tissue, even small pieces. Instead of storing tissue flat, just roll it up. Start with a cardboard tube, like the ones used for gift wrap. Place a length of heavy paper, such as brown wrapping paper, on a flat surface and carefully lay the tissue on top of it. The tube goes at one end and is carefully advanced, winding the paper and tissue "sandwich" as you go along. A length of tape or a rubber band holds everything together.

The photo shows a completed tissue tube on the left and the basic elements, partially unwound, on the right. These can be stored vertically in a basket.

Worthwhile Website

If you've spent any time at all nosing around the world wide web, you've undoubtedly come across **You Tube**. It's a collection of videos from all sources that encompasses more than anyone can imagine, from home-made how-to demos, to feature length movies. Don't go there until you gather up your self discipline. It is way too easy to waste a lot of prime modeling time.

Tom Hallman has posted almost 200 Free Flight action videos, some of them dating back to the 80s. You can get a list of all of them here:

http://www.youtube.com/playlist?list=UU5lXh5HZ62N8s7urLVoOVxg&page=1

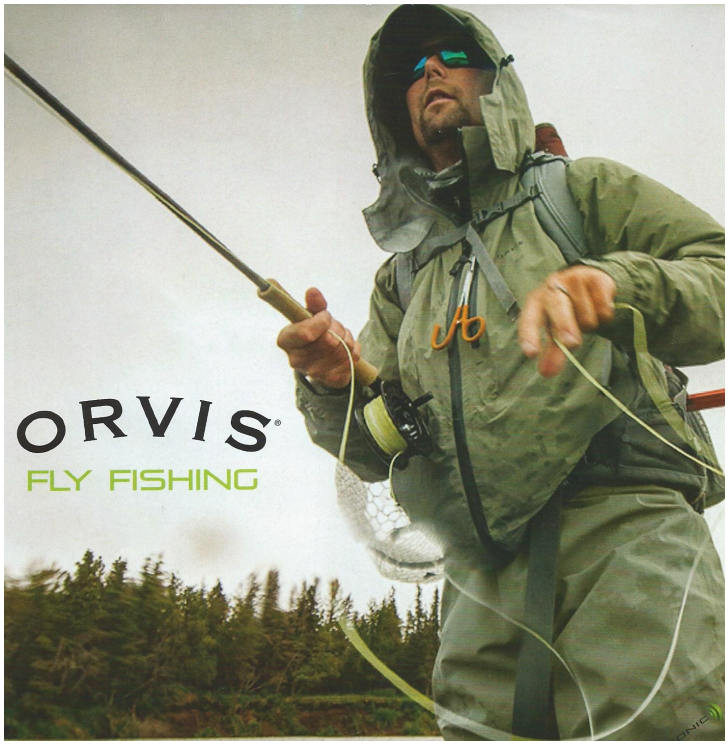
Or just search for "maxfliart" and you'll bump into them. This one is a particular favorite:

http://www.youtube.com/watch?v=LNezh8EN-fs

And from our friends in the Harfang Escadrille, a video that has to be seen to be believed:

http://www.youtube.com/watch?v=V-aGKoLbT1A&list=UU1I9evRO8hEGFhxuz8gUteg&index=367&feature=plcp

Yeah, it's a lot to type, but it's worth the effort.



Anybody recognize this fellow? It may *not* be Don DeLoach, well known Free Flight modeler and fly fisherman, but then again, it sure does *look* like him gracing the cover of the Orvis catalog. Don finds time to do some trout fishing when he's not building and flying models, (not unlike our CinC).

Free Flight Greats in the FAC

When Bruce Foster first asked me if I had heard of Sherman Gillespie, I had to double check the club roster. Seems there was another Free Flight legend right here under my nose and I didn't realize it. Bruce followed up with some correspondence with Sherman. Here are a couple of the highlights -Ed.

Hello Bruce,

Your letter was a pleasant surprise! It triggered a long, enjoyable look back down the model-building trail.

A kid in the neighborhood who built beautiful Cleveland scale models and others from plans in M.A.N. 1933-34 got me started. He guided me through the building of that Megow 12" Spad; a fragile, fluttering little bird that did not fly. But the process - oh, the process of building - hooked forever!

My first original design was a 10" span flat-wing model I named the "Doodle Bug." To our great delight, it flew quite well - clear across the street! One kid and I had "contests" - seeing whose "Bug" could fly the farthest.

When two brothers who were model builders moved onto our street, the model activity really picked up. We built crates from Megow and Comet kits and became lifelong friends. I built many of the Megow 10 cent 12" span models. The only one I remember flying well was a Fokker D-8. After WWII the oldest brother and I did a lot of building and flew together for forty years.

In the 1950's I started designing small simple models for my nephews and their friends. I did five models for M.A.N. and two for Flying Models at a time when not many guys were doing rubber powered sport stuff. Control line was the hot item. It has been most gratifying to know that those simple designs were well received by modelers and are still being flown today. Keith Sterner (Northeast Aero) kitted the "Square Bird" modified to fit FAC Embryo rules. He sold over 300 kits!!

We were not competition fliers. We just loved to fly. However, I did win the Grand Peanut award in the 1979 last "Model Builder" proxy contest with a peanut "Gadfly." In 1984 I entered the only Nats I ever flew in. I got third place in rubber scale indoor and outdoor with a 19" Gadfly. Not bad I guess for a sport flier.

I did a lot of flying for fun with the Oakland Cloud Dusters; a group of real tough competitors with some top names in every category from Wakefield to indoor "mike" models. It was great to watch those guys and to fly Pannyplanes and Bostonians in places like the Cow Palace, the Moffett Field dirigible hangar, and especially the Kibbee Dome in Idaho.

You asked if I had any full size experience. Oh yes - well remembered:

40 hours in a Cub J-3 in the CPT program at San Jose State - Fall of 1941

Flight training - Armay Air Force Class 43D

PT-22, BT-13, AT-17

B-17 Pilot 96th Gomb Group 8th Air Force Feb - April 1944 (17 missions)

AT-6 1945 Instrument instructor course

Postwar - Cub J-3, Cessna 120, Luscombe, Cessna 150 (1967)

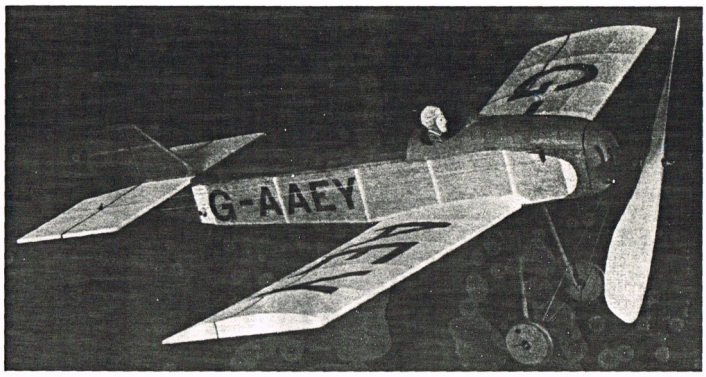
I think I'd better cut the switches and end this before it gets out of hand! Keep building and flying Bruce!

Sincerely,

Sherman Gillespie

For more background on Mr. Gillespie's life check out this interesting website:

http://obscureco.wordpress.com/2009/07/27/how-sherman-gillespie-changed-my-life/



PHOTOS BY THE AUTHOR

GADFLY - 1979 Grand Peanut

By SHERMAN GILLESPIE . . . The "GRAND PEANUT" (Overall winner) and best in the Golden Age category of the last (1979) Model Builder Parcel Post Proxy Peanut annual contest series.

• The Gadfly is one of those obscure, light aircraft that has always appealed to the sport flier, both the pilot of full scale airplanes and the model builder. It would make a fascinating project for the homebuilder if the plans were available today!

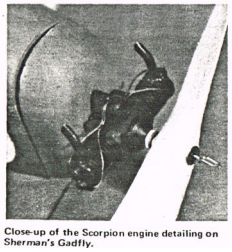
Built in England in 1929 by A.P. Glenny and Lt. Col. G.L.P. Henderson, and designed by Capt. K.N. Pearson, it had a wingspan of 25'-10", was 7'-10" in length, and had an empty weight of 455 lbs. with a disposable load of 295 lbs. Fitted with a 40 hp A.B.C. Scorpion engine, it was quite a performer with a listed top speed of 91 mph, a cruising speed of 72, and a landing speed of 45. An advertisement for the little machine in the August 15, 1929 issue of *Flight* magazine stated that it held "the World's Height Record for Single Seater Light Aeroplanes, 4th category (under 200 kilos) at 3021 metres."

The decision to build the model for the 1979 Model Builder Proxy Peanut Contest was based on several years of very successful flying of an 18-inch semi-scale version and the clear knowledge that it was not a commonly seen aircraft. The decision turned out to be a happy one, for the Gadfly earned top static and flight points in the Golden Age category and was named "Grand Peanut."

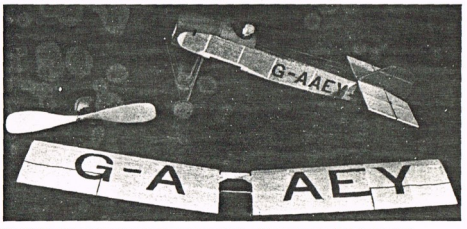
In the capable hands of proxy fliers Ken Hannan and Jim Lueken, the Gadfly turned in an average flight time of 42.5 seconds. Only seven Peanuts out of the 68 to qualify in all categories posted higher times.

CONSTRUCTION

Construction is rather conventional, as the saying goes, and certainly poses no problems for the experienced builder. For modelers who have not built ships for indoor flying, the old advice "think light" works very well. The finished model weighed 7.5 grams, which is probably a good weight to shoot for. Study the plans and the photos, read through the article, gather the necessary materials, and enjoy some pleasant building!

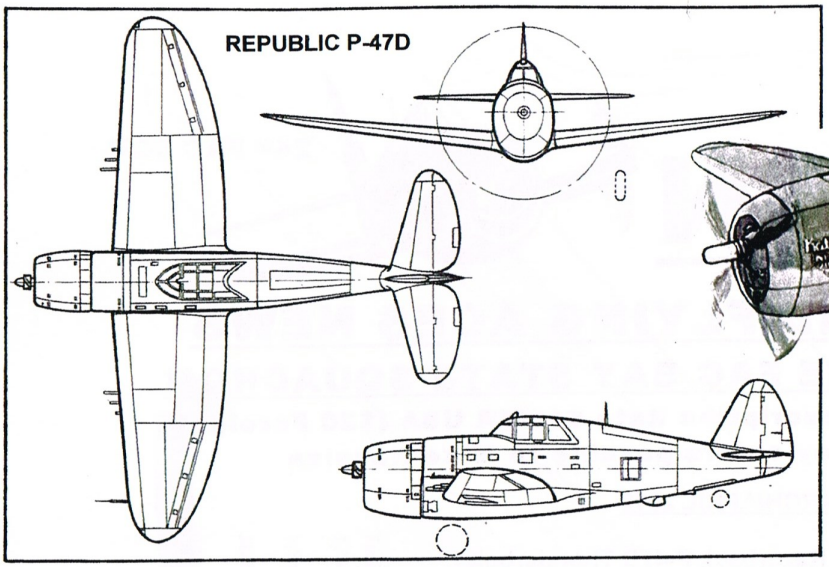


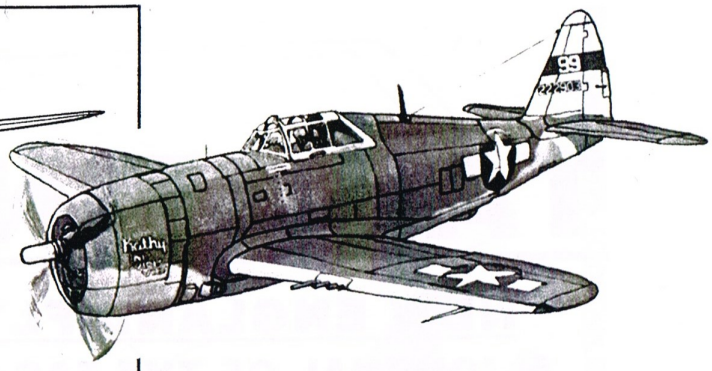
Close-up of the Scorpion engine detailing on Sherman's Gadfly.



The Gadfly disassembles for shoe-box transportation. Wing is friction fit into fuselage.

Sherman Gillespie's Gadfly Peanut plan and article appeared in the November 1981 Model Builder Magazine.



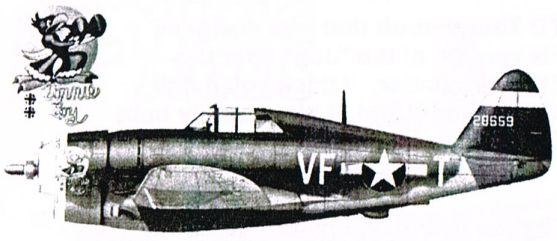


Above: P-47D "Kathy/Veni, Vidi, Vinci" of the 342 FS, 348th FG, 5th AF, New Guinea, 1943.

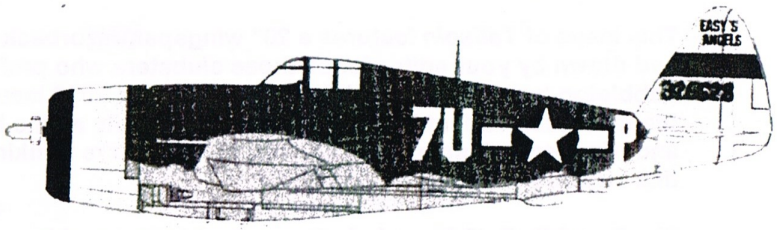
Although it was not particularly maneuverable, the P-47 could drop like a brick, which was a big advantage in air battles. German pilots quickly learned that trying to break off combat by diving away was a bad move when engaging the "Jug" because it could easily reach 550 mph in a dive. Surprisingly, Luftwaffe fighters couldn't escape by going into a climb either. As big and heavy as it was, the P-47's R-2800 engine and its huge propeller gave it an remarkable rate of climb of over 3,100 ft/min. Confident in the strength and reliability of their airplane, some pilots chose to crash-land their battle damaged Thunderbolts rather than risk bailing out. Even though the impacts were often severe enough to snap off wings and tail sections, many pilots walked away with only minor injuries.

Using its eight .50 caliber guns this "brute" of an airplane took the best the enemy had to offer and slugged its way to an outstanding combat record. The P-47 Thunderbolt ended the war with 3,752 air-to-air victories in over 746,000 sorties of all types. Many of the pilots who flew the "Jug" became some of America's top fighter aces during the course of the war. The P-47 served in every major combat theater, and stood second to none in terms of its contributions to achieving ultimate victory over Axis forces.

The model represents a P-47D-23 of the 23rd Fighter Squadron, 36th Fighter Group of the 9th Air Force operating out of RAF Kingsnorth in 1944. Its highly attractive color scheme – olive drab/ neutral grey with a black nose ring, yellow cowl and yellow tail unit with black stripes– will make it a stand out both on the flying field and in the air. The scheme may sound difficult to duplicate but it actually goes together quite readily. I recommend Easy Built Models Lite Tissue. It's easy to work with, shrinks nicely, and comes in the olive drab and neutral grey military colors required for the model as well as ordinary yellow and black. Order on line at www.easybuiltmodels.com or call owner Dave Niedzielski at 334-358-5184 to place a phone order. Excellent service and quality products are the norm at Easy Built Models. See you in the tall green stuff, sticksters!



P-47D "Donnie Boy" of Captain Don Gentile from the 336th FS, 4th FG, 8th AF, England, 1943.

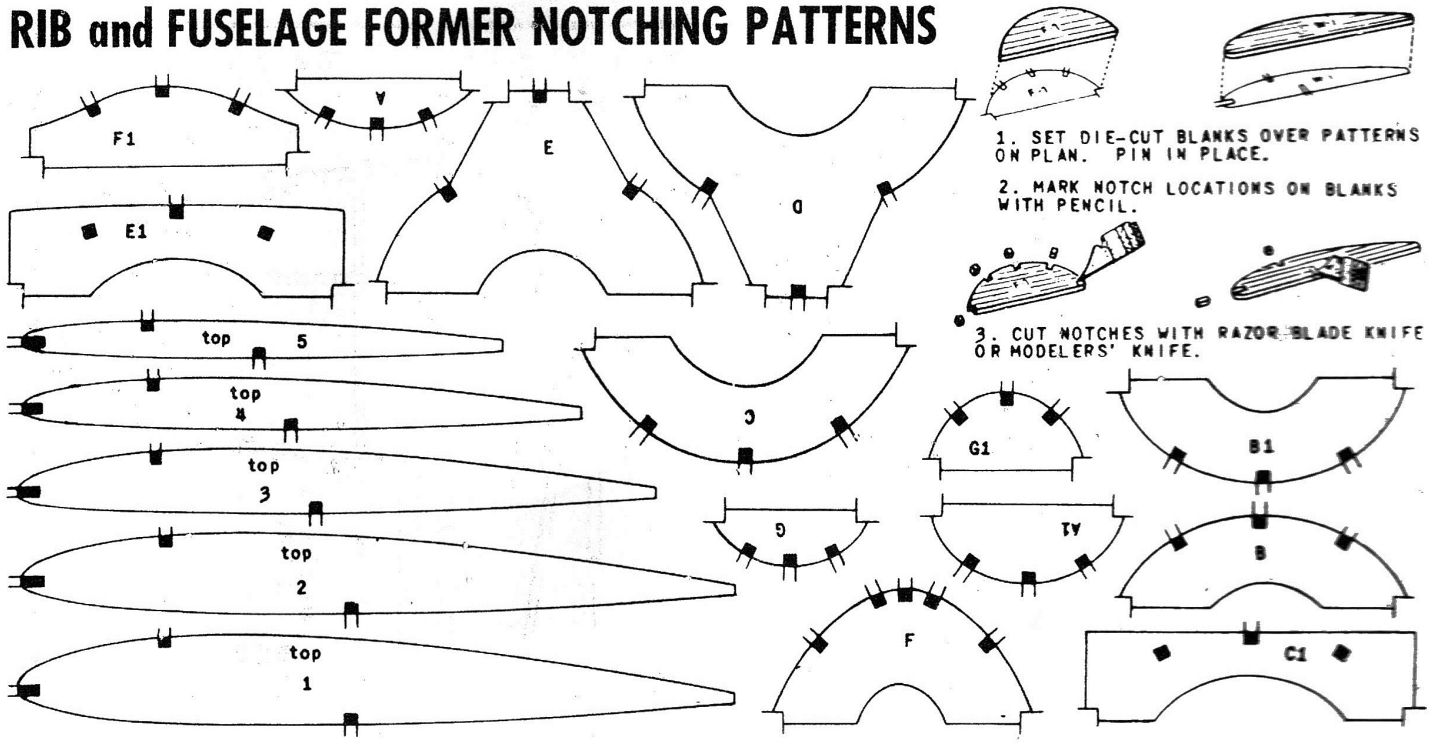


P-47D "Easy's Angels" of the 23rd FS, 36th FG, 9th AF based at RAF Kingsnorth, England 1944.

Reprinted from the March/April edition of Tailspin - the newsletter of the Bay State Squadron, edited by Mike Nasise. To get in on that great New England air action for a whole year, send $12 to Mike at 22 Greenfield St., South Easton, MA 02375

Hurricane

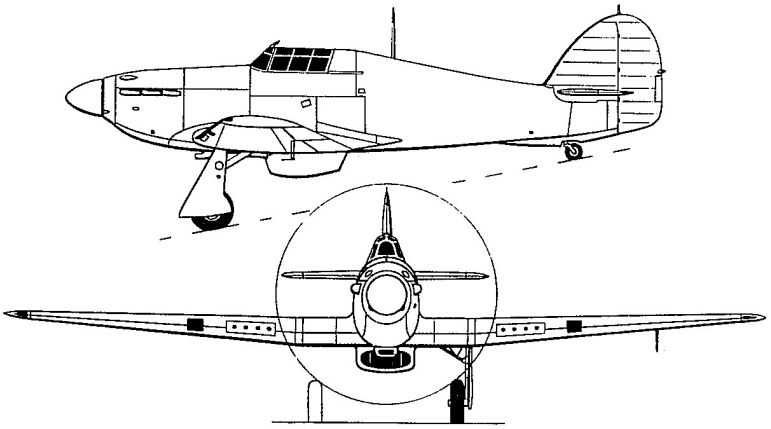
RIB and FUSELAGE FORMER NOTCHING PATTERNS



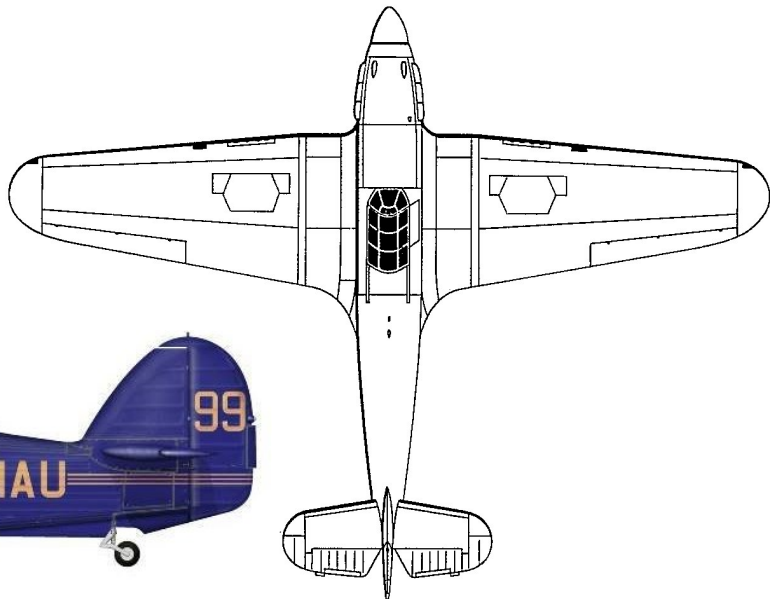
A Hurricane BLUR Racer?

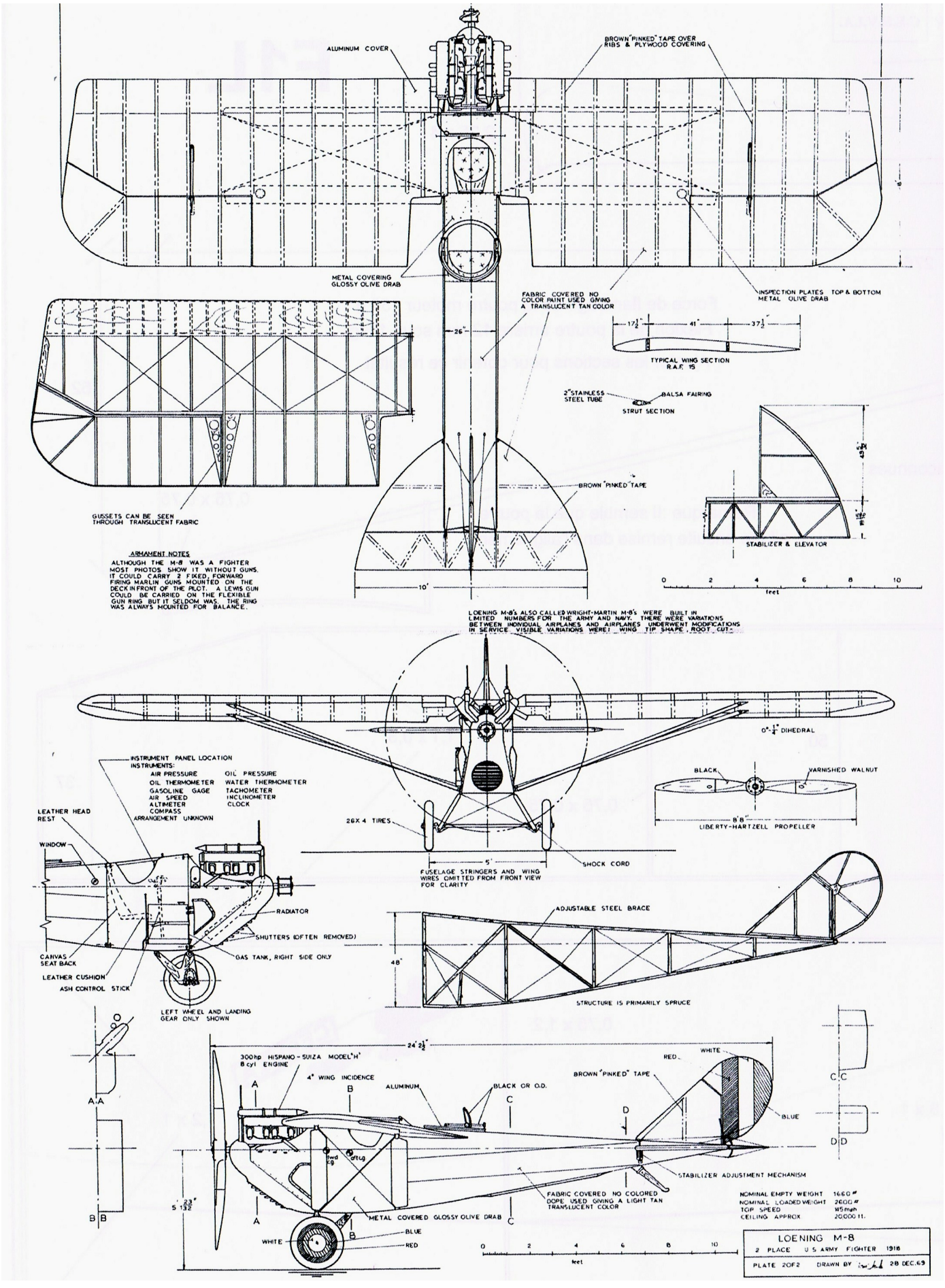
Sure! Why not? With a snappy blue and gold colour scheme, it would qualify as a racer. Here's what the history books have to say:

Hawker Hurricane PZ865 is currently operated by the Royal Air Force Battle of Britain Memorial Flight. It was the last of 14,533 Hurricanes produced and is now flown as an airborne memorial. Named *The Last of the Many* serial number PZ865 first flew at Langley, Buckinghamshire on 22 July 1944 and was retained by Hawker Aircraft for trials work.



It moved in 1950 to the Hawker factory at Dunsfold Aerodrome where it was given the civil registration G-AMAU on 1 May 1950. It was flown into second place at the 1950 King's Cup Air Race by Group Captain Peter Townsend. At this time it was painted in Hawker Aircraft's dark blue colour scheme with gold lettering and lining. The aircraft also appeared in the Battle of Britain film in 1968. In 1972 the aircraft was refurbished and presented by Hawkers to the Royal Air Force Battle of Britain Memorial Flight then based at RAF Coltishall, reverting to its RAF serial as identity.




ALUMINUM COVER
BROWN "PINKED" TAPE OVER RIBS & PLYWOOD COVERING
METAL COVERING GLOSSY OLIVE DRAB
FABRIC COVERED NO COLOR PAINT USED GIVING A TRANSLUCENT TAN COLOR
INSPECTION PLATES TOP & BOTTOM METAL OLIVE DRAB
26"
17½"
41"
37½"
TYPICAL WING SECTION R.A.F. 15
2" STAINLESS STEEL TUBE
BALSA FAIRING
STRUT SECTION
BROWN "PINKED" TAPE
GUSSETS CAN BE SEEN THROUGH TRANSLUCENT FABRIC
10'
STABILIZER & ELEVATOR
0 2 4 6 8 10
feet
ARMAMENT NOTES
ALTHOUGH THE M-8 WAS A FIGHTER MOST PHOTOS SHOW IT WITHOUT GUNS. IT COULD CARRY 2 FIXED, FORWARD FIRING MARLIN GUNS MOUNTED ON THE DECK IN FRONT OF THE PILOT. A LEWIS GUN COULD BE CARRIED ON THE FLEXIBLE GUN RING BUT IT SELDOM WAS. THE RING WAS ALWAYS MOUNTED FOR BALANCE.
LOENING M-8's ALSO CALLED WRIGHT-MARTIN M-8's WERE BUILT IN LIMITED NUMBERS FOR THE ARMY AND NAVY. THERE WERE VARIATIONS BETWEEN INDIVIDUAL AIRPLANES AND AIRPLANES UNDERWENT MODIFICATIONS IN SERVICE. VISIBLE VARIATIONS WERE: WING TIP SHAPE, ROOT CUT-
0°-1¼" DIHEDRAL
INSTRUMENT PANEL LOCATION
INSTRUMENTS:
AIR PRESSURE
OIL PRESSURE
OIL THERMOMETER
WATER THERMOMETER
GASOLINE GAGE
TACHOMETER
AIR SPEED
INCLINOMETER
ALTIMETER
CLOCK
COMPASS
ARRANGEMENT UNKNOWN
BLACK
VARNISHED WALNUT
8'8"
LIBERTY-HARTZELL PROPELLER
LEATHER HEAD REST
WINDOW
26X4 TIRES
5'
SHOCK CORD
FUSELAGE STRINGERS AND WING WIRES OMITTED FROM FRONT VIEW FOR CLARITY
RADIATOR
SHUTTERS (OFTEN REMOVED)
GAS TANK, RIGHT SIDE ONLY
CANVAS SEAT BACK
LEATHER CUSHION
ASH CONTROL STICK
LEFT WHEEL AND LANDING GEAR ONLY SHOWN
ADJUSTABLE STEEL BRACE
48"
STRUCTURE IS PRIMARILY SPRUCE
A-A
B-B
C-C
D-D
24' 2½"
300hp HISPANO-SUIZA MODEL "H" 8 cyl ENGINE
4° WING INCIDENCE
ALUMINUM
BLACK OR O.D.
WHITE
RED
BROWN "PINKED" TAPE
BLUE
STABILIZER ADJUSTMENT MECHANISM
fwd cg
aft cg
5' 2 3/32"
FABRIC COVERED NO COLORED DOPE USED GIVING A LIGHT TAN TRANSLUCENT COLOR
METAL COVERED GLOSSY OLIVE DRAB
WHITE
BLUE
RED
0 2 4 6 8 10
feet
NOMINAL EMPTY WEIGHT 1660 #
NOMINAL LOADED WEIGHT 2600 #
TOP SPEED 115 mph
CEILING APPROX 20000 ft.
LOENING M-8
2 PLACE U.S. ARMY FIGHTER 1918
PLATE 2OF2
DRAWN BY
28 DEC. 69

No Secrets - Tips and Tricks from the Aces

Covering with Balsaloc and a Hot Iron

The Eternal Question for builders of small model airplanes: How to attach that darn flimsy covering stuff without wrinkles and a lot of mess and fuss? Even though short on experience, I didn't do too badly attaching with dope while the dope was still wet on the frame, but the process was so untidy! Even the dope-and-thinner technique left my fingers with crummy layers of dope.

Then, along came Balsaloc and the electric sealing and trim iron with the little, flat shoe. They worked well for me on models with typical construction of 3/32-inch square balsa longerons and greatly simplified the whole process: attachment, removal and re-positioning, and clean-up.

Here's how I do it. The Balsaloc is diluted 50-50 with plain water and applied liberally, preferably with a short-bristled brush (not a stiff-bristled brush, please!) to the framework and allowed to dry.

The procedure is to tack the tissue with very light touches of the iron on opposite sides or ends of a structure, then to pull the tissue to remove any major excess, touch lightly to release and stretch more if needed, then to gently pull the tissue with one hand while tacking all around. A final, more firm, pressing all around with the iron fastens the tissue securely--until you want to remove it, if you do want to remove it for repairs, for example.

Touching and pressing are the recommended application techniques, but sliding, in some cases, can remove any excess tissue within a framework perimeter that results in wrinkles. The iron works very well for forming the neat edges around perimeters of flying surfaces, along a hinge line, and along stringers, that are so important to a craftsmanlike job.

This technique works well with kitchen-type transparent plastic films, too--if you have the persistence needed to spread the stuff out on the framework.

Would this work on lighter construction? Yes, after experience with several indoor Bostonians and a couple of dime scale types with curvy fuselages using off-the-shelf tissue from Sig, I completed the same process on Peck-Polymer's peanut Ganagobie, which has longeron and tail framework cross sections of less than 1/16”square. Yes, in such a case, a light touch is especially important, but I'm no neurosurgeon, and I learned how to do it. However, these light framework wings and tails need to be supported by a firm, flat surface, such as the edge of a workbench.

Since there apparently are no reliable, scientifically derived data regarding the properties of the various tissue papers model builders use, we cannot arrive at a technique for covering that will consistently produce the results desired. However, it does seem apparent that tissue will expand and contract according to ambient conditions of heat and moisture, even when the tissue has been lightly sealed with thinned dope. So my theory is that shrinking and sealing are best done under conditions as close as possible to those under which the model will be shown and flown. All else is a matter of serendipity.

A fuselage need not be pinned down during the drying process, of course, but flying surfaces are another matter. I pin them down first, then wet them thoroughly with plain water, and let them have all the time they want to dry in a room of "typical" temperature and humidity. When they are dry, if they have wrinkles, I wet them repeatedly until all the wrinkles are gone, then I pin them down (properly supported so there are no built-in warps) in the same room and apply two coats of Sig low-shrink butyrate thinned 50-50. (I haven't tried the clear Krylon treatment, but hope to soon.) Some of my models are now at least ten years old and, while there is some sag in the tissue inside large, unheated spaces, the original smoothness returns when the model goes back into the conditions under which the tissue was applied. Try it. You may like it. - Fred H. Dippel

Checking Flight Trim Using Shortened Motors

I have been building rubber powered models for most of my life and have found a great way to check the trim on your models after you have trimmed them to achieve maximum duration. You won’t need a large field to test you model, and you can test your models flight at maximum power for a short duration flight. Here is my method for checking your models flight using a shortened motor.

Make up a rubber motor with the same number of loops that you will be using with the longer competition motor. This motor should be just slightly longer that the distance between the prop hook and the motor peg. This motor will be much shorter than your completion motor. Make the motor just long enough to allow the prop to free wheel after the motor runs down. Check the balance point of the model with this shortened motor and add weight to the tail to achieve the same balance point that you had using the longer motor. I usually use a torque meter to measure the torque when the longer motor is used for competition. Wind the shorter motor to the same torque setting as you used on the longer motor. If you aren’t using a torque meter you can reduce the number of turns in the shorter motor by the ratio of the shorter motor to the longer motor. Use this formula to calculate the number of turns possible for the shorter motor:

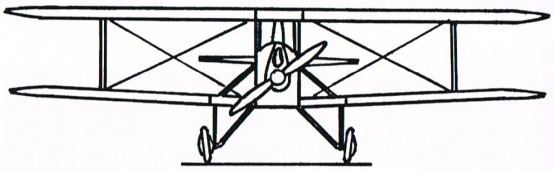
Longer motor length/shorter motor length x maximum turns used on the longer motor.

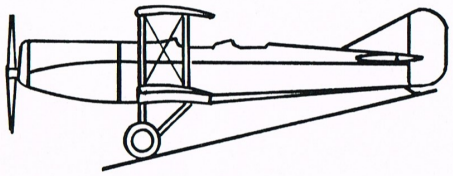
The number of turns you will be able to wind into the shorter motor will be proportionally less by the ratio of the length of the shorter motor versus the longer motor. By winding to the same torque reading or the calculated number of turns your model will fly the same as when using the longer motor except that the power burst and duration of the power run will significantly shorter than when you use the longer motor.

Using this method will allow you to test your model at full power with a short duration power burst on a much smaller field. This method will also make winding the motor to maximum torque quicker than winding the longer completion motor.

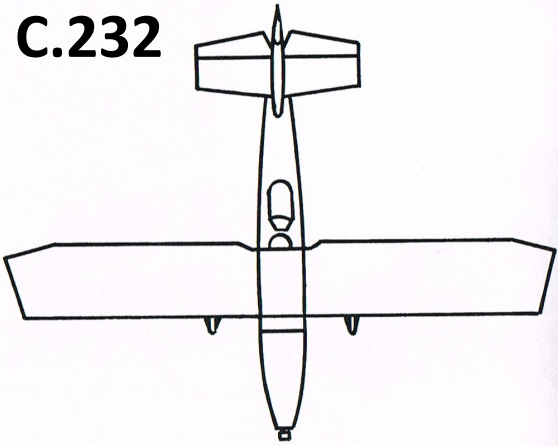
When storing the shorter motor, store the weight that you had to add to the tail to rebalance the motor in the same container. Using this method will allow you to give your model a quick test just before flying it in competition. - Dave Smith

C.232 n/c 41/6524 F-AJZK
et n/c 32/6515 F-AJYK
à moteur Renault de 95 ch.



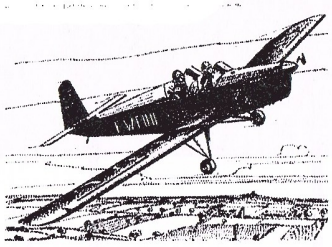


Caudron C.232

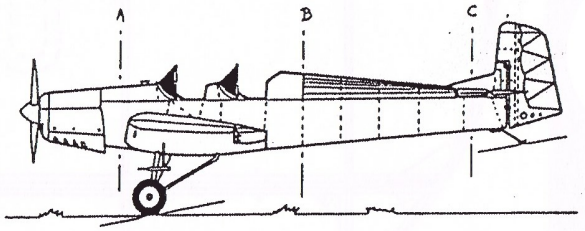


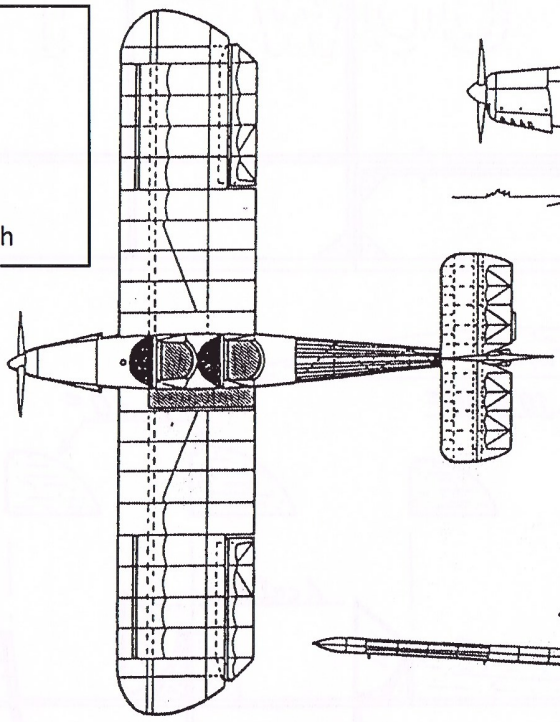
Druine D-5 Turbi

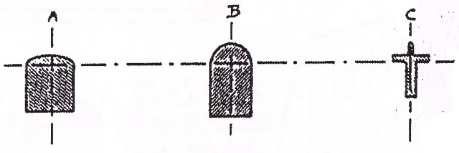
prototype



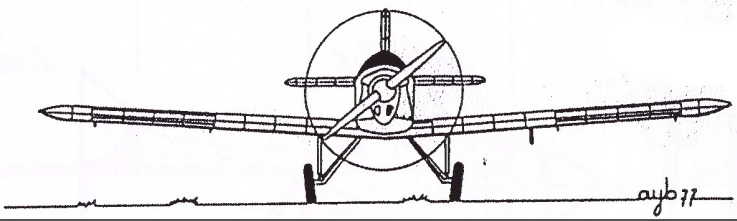
Envergure : 8,70 m
Longueur : 6,80 m
Poids total : 495 kg
Moteur : Beaussier 50 cv
Vitesse max. : 175 km/h
Vitesse de croisière : 130 km/h







ROGER DRUINE – D-5 TURBI



Le moteur Beaussier pour lequel le Turbi avait été dessiné, était issu du moteur de la célèbre Traction Citroën, largement modifié pour être refroidi par air. Il était lourd et il semble que seul le F-PHQZ (n° 48), qui appartint un temps aux

RECOLLECTIONS OF AN ERA

by Al Cleave

The announcement by Piper Aircraft in 1993 that all Cub production would be coming to an end brought to me an unexpected feeling of regret. The company's action affected me personally in no way whatsoever. So why did I feel a vague sense of something being lost? I wasn't even flying Cubs any more --- hadn't been for about three and a half decades.

Upon thinking back over earlier days, however, the thought struck me that in reality, these airplanes had actually been a fairly major factor throughout much of my life. It began when, as a child, I spent countless afternoons watching E-2's, J-2's, and J-3's fly out of a small airport in the hills of western Pennsylvania during the 1930's.

Then came my first period of flight instruction in a J-3 in 1942. Subsequently, my first passenger (a pretty, blue-eyed girlfriend) was illegally carried in a Cub on a student pilot certificate . . check rides for commercial and instructor ratings were flown in a J-3 . . . first instructing job was in J-3's, as was my in initial entry into the world of crop dusting in 1948 . . . followed by an ongoing involvement with these airplanes and later with Super Cubs throughout my 21 years in the business.

Probably the most memorable single phase (not counting the girlfriend) was the period immediately following World War Two. This was when the Piper factory at Lock Haven, Pennsylvania, was turning out 33 J-3's per day in the fast and furious, although short-lived, competition of the post-war boom.

It was an exciting time for young junior birdmen, and I considered myself extremely fortunate (especially considering that I held only a private license) to land a job ferrying Piper airplanes to dealers and buyers throughout all the states east of the Rocky Mountains.

Pay was 7-1/2 cents per mile one-way, out of which had to come all expenses --- fuel, overnight lodging, meals, and return transportation to Lock Haven. (The mileage payment was considered expense compensation rather than salary; this allowed non-commercial pilots to be legally employed since they were technically not flying for hire.)

With the Cub's 60 mile per hour cruising speed and 12 gallon fuel tank, range was limited (an understatement if I ever heard one.) Many times, legs had to be planned for as little as 60 miles when wind and refueling stops so dictated. Our salvation lay in the fact that during this period of great aviation expectations, virtually every town of any size at all had an airport. Unscheduled fill-ups at convenient highway gas stations, however, were not unheard of.

Wind was a major consideration; on one occasion, Pittsburgh crawled by at a groundspeed of eighteen miles per hour. Another time there was an afternoon in Tennessee when a front moved in as my destination airport was actually in sight. The wind picked up directly on the nose and the Cub simply stopped dead in its tracks. I finally gave up and landed on a golf course seven miles short of the airport and tied the Cub to a tree to ride out the squall line that followed the wind shift.

Then there was an engine problem and resulting forced landing in Arkansas, followed a few months later by a heavy, wet snowfall in Nebraska that built up on wing leading edges and resulted in another forced landing. And a day when five of us departed from a refueling stop in Arkansas with everyone assuming someone else was doing the navigating. The less said about this, the better. Let it suffice to say that an ex-military airfield showed up at a most opportune time.

Several years later, while working for a dusting company in the Rio Grande Valley of Texas, a 100-horsepower J-3 duster was acquired for use on small jobs that didn't warrant the expense and bother of cranking up a Stearman. Next came a PA-18A Super Cub sprayer, also for use on small acreage. An excellent aircraft with its only drawback being (like the J-3) the fact that with the dust load behind the pilot, chances of survival in a serious crash were minimal.

On reading back over what I've written here, maybe it's understandable why some degree of sentimentality crops up when I realize that Cubs will no longer be on the manufacturing scene and due to attrition will be getting scarcer with every passing year. They have been a part of aviation history and have played a significant role in many areas --- whether in pilot training, pleasure flying, wartime duties, crop dusting, herding cattle, patrol flying, etc. Although just lowly Cubs by many standards, they have all --- from the first primitive model to the modern Super Cub workhorse --- very ably done their varied jobs and deserve to be well remembered.

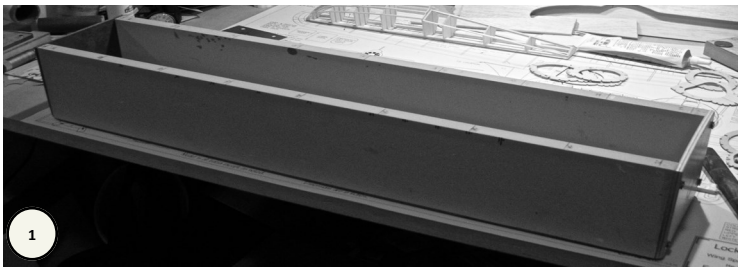
I, for one, will have no trouble remembering.

Building a Horizontal-Keel Fuselage on a Jig

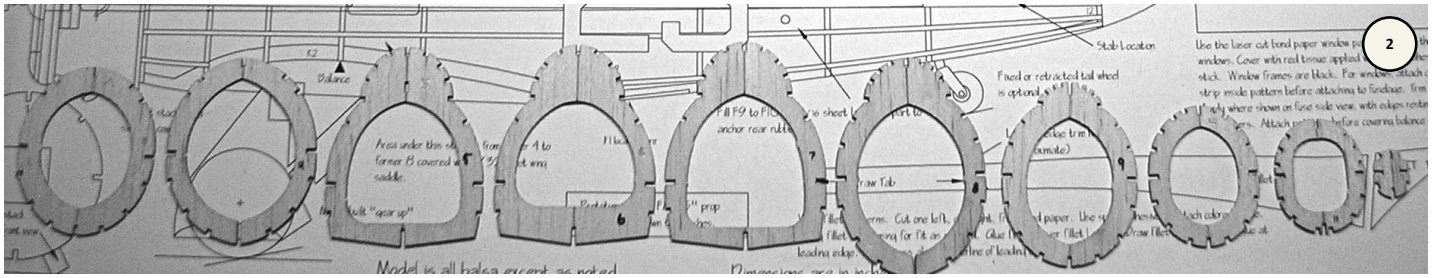
by Dave Mitchell

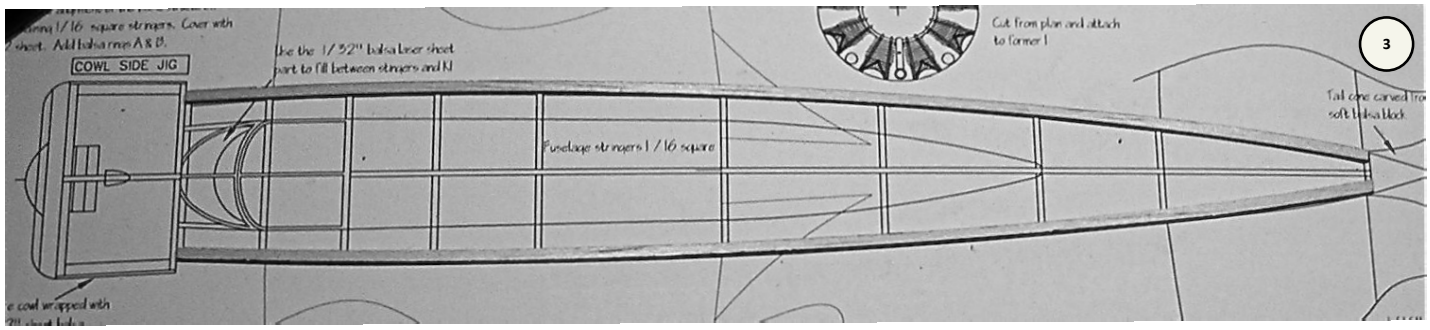
When I'm building a former-style fuselage I like to build off of the horizontal keel. This makes it easy to keep the fuselage symmetrical--especially difficult if you are building with light 1/16" keel pieces. Here's how I do it, using the Easy Built Lockheed Orion kit for demonstration.

- The first thing to do is to make up a fuselage jig (1). Mine is basically a long, narrow open-topped box, but you could also make up a simple rectangular frame from straight pieces of clear pine. Use a fairly soft wood--you will want to be able to stick pins into it. You could also buy one of the nifty plywood jigs that RockyTop models sells. Whatever you use, the key is that the frame be stiff, and that the long sides be in perfect parallel when viewed from the side. One jig will serve a lifetime, so take your time and make sure it's true.

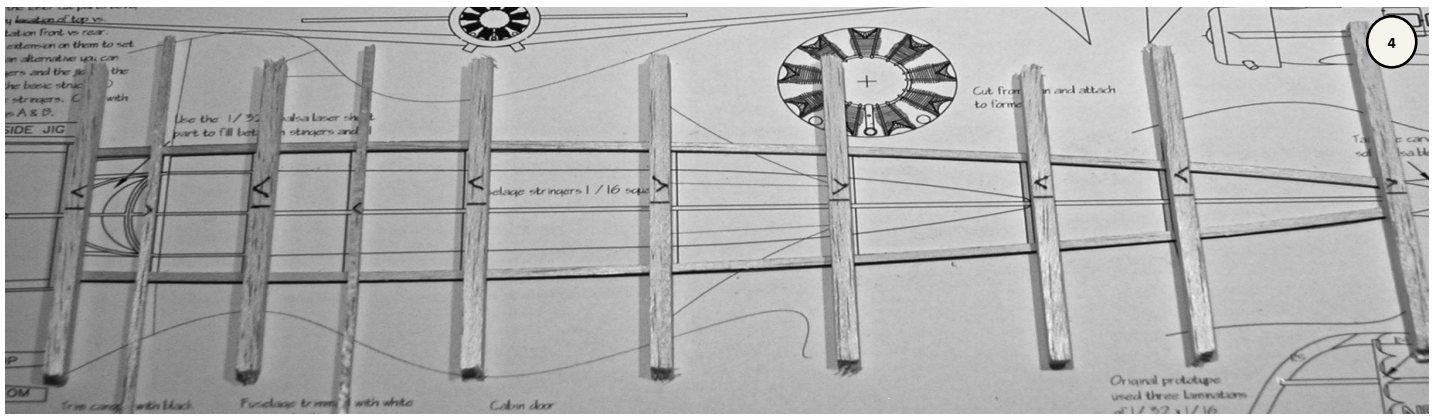


- Glue your fuselage former halves together to create one-piece formers (2). While they are drying, lay out the horizontal keel pieces on the plan (3). I like to use low-tack glue stick to lightly adhere the keel pieces to the plan, but you could use pins.

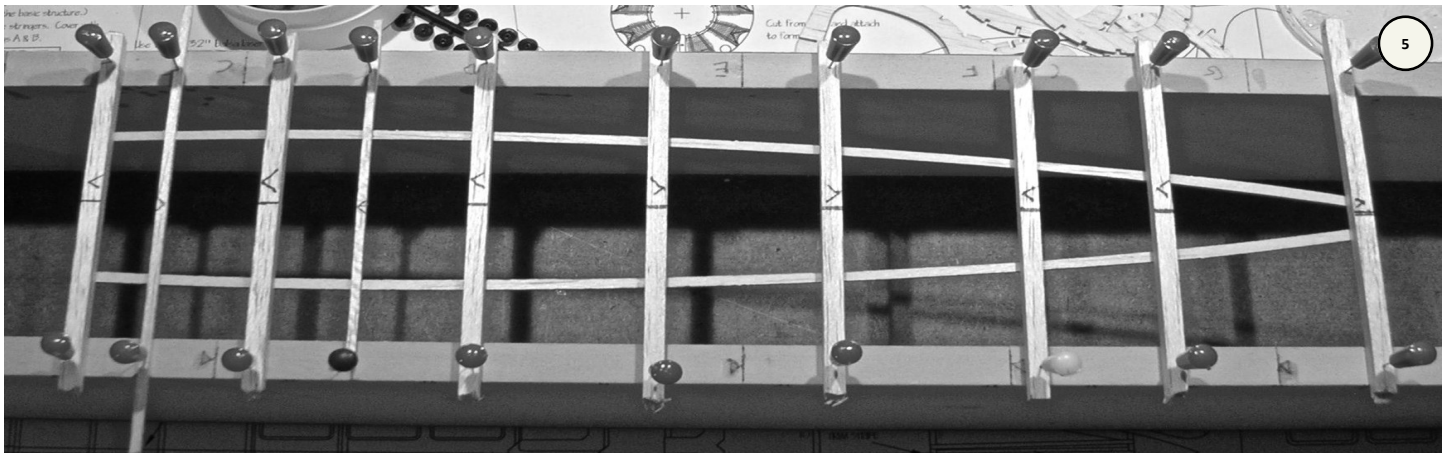




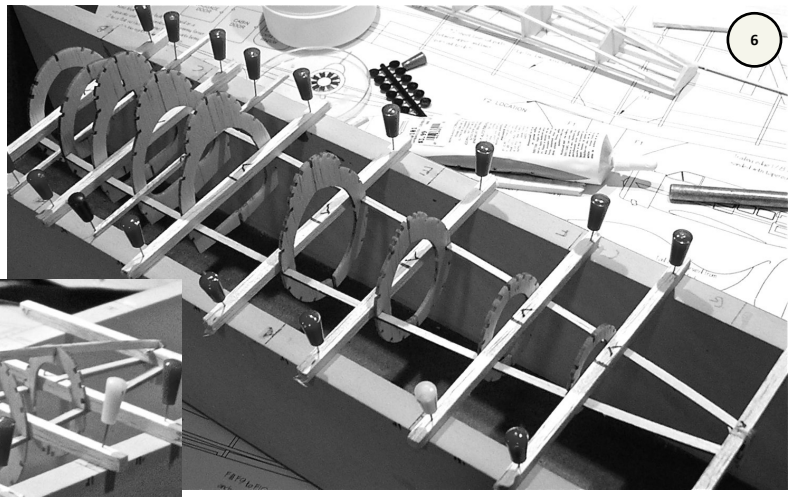
- Using the barest amount of thick CA glue that you can imagine, or Duco, tack-glue a series of stiff balsa sticks across the keel pieces, positioning each stick at a former position (4). The sticks need to be long enough to bridge across the edges of your fuselage jig. Give some attention to which side of the former position you place them on--generally speaking, you want the stick glued on the narrower side of the fuselage. Make arrow marks on each stick to to show what side of the stick the former will go. I also like to mark the centerline on the sticks. Carefully remove the resulting assembly from the plans.

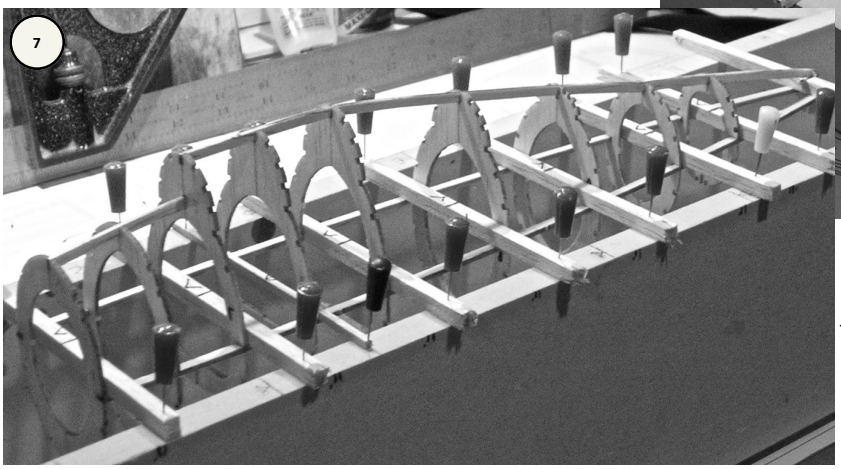


- Making certain not to rack the keel assembly, pin it to the jig (5). Use a pin at each end of each cross-stick. Once everything is secure, fit and glue the one-piece formers into position, making sure to check their vertical alignment as well (6). Each former should butt up to its corresponding stick. Sometimes you will find that a former cannot be fitted into position without either cracking the former, or popping loose a cross-stick. Make your choice, work carefully, and it will all come out O.K.

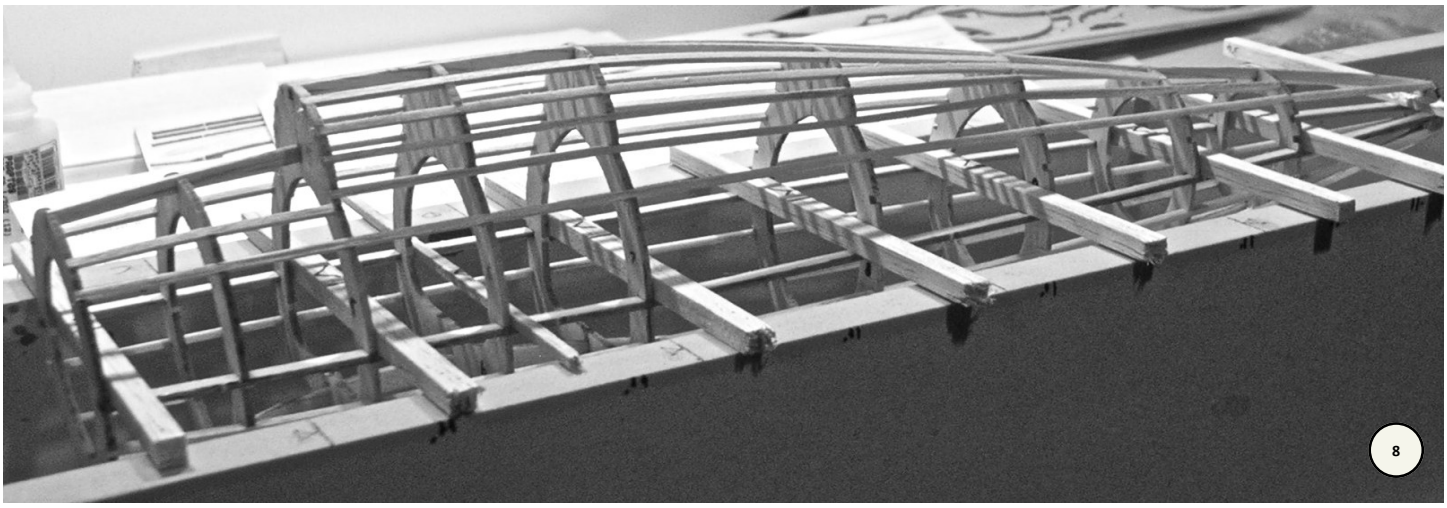


- Now you can lay in the top keel piece. Make sure as you fit and glue it in place that you do not mess up the vertical alignment of the formers (7). Once the top keel is set, you can glue in all the topside stringers (8). If the fuselage has a lot of curves, at this point I like to wet the stringers to help set the curves and release bending stresses. When the top stringers are finished and everything has dried, unpin the half-completed fuselage from the jig...





...flip over, pin securely, and repeat the whole procedure for the bottom half. Unpin the assembly from the jig, and gently twist the cross sticks off the horizontal keel (if you used Duco, a little acetone on a brush will dissolve the glue joints). And there you have it! A fuselage that is perfectly symmetrical in plan view.....where it matters most.



No Secrets

One Flier's Approach to Better Performance

...follow up and feedback

We'll start off with a small patch. There was a misprint in the second part of the article. (Gremlins!) The instructions for winding were inside a black border, and the bottom of the box was cut off, eliminating the last line. Here's the whole thing so you don't have to go back and try to find that last issue, which is buried under piles of balsa dust no doubt. Thanks to Allen Shields and Dan Taylor for the catch. If you've got more to add to the discussion, please send it along. - Ed.

1. Don't bother with motor break-in for FF scale, especially mass launches. The first two windings prior to the final launch serve as a perfect break-in for the last round, which should be right at T_{safe}.
2. Stretch that rubber *way* out before putting in a single turn! This is essential, and is something I see too few FACers doing. Tan Super Sport fails at about 10x of its relaxed length. You should pull out to four to five times the relaxed length before putting in a single turn.
3. Once you've stretched out begin winding. Fast winding is not bad early in the turns count. Put in about 50% of the anticipated final turns before progessively moving in. Again, this process is critical. Too many guys start moving in too early and too quickly. Start checking the torque meter after every few handle cranks when you're above about 50% turns. Ideally the torque should not be dropping at all as you move in; if it is you are moving in too fast. Let the rubber pull you in.
4. Your last few handle cranks should occur just as your motor hook or O-ring reaches the nose area. Watch your final torque here carefully and slow down a bit more. Sometimes one more handle crank can mean the difference between 5.0 and 5.5 inch-ounces, which can the difference between a safe flight and a dangerous one.
5. Studies have shown that wound rubber loses 15% of its total energy in the first 5 minutes after winding. In mass launches this means you shouldn't try to be the first to finish winding. A 10:1 winder is essential.

- Hal Schwan sent us a note on another approach to rubber lube:

In the Nov/Dec 2012 issue, a list of dos and don'ts cautioned against using Son of a Gun or Armor-All for rubber lube for several valid reasons. This is a tip I learned from Larry Coslick, who knows his way around rubber:

Pour a thin layer of Son of a Gun or Armor-All in a shallow pan and place it in a protected area where it won't gather dust and dirt. After about a week, the thin white liquid will have become a clear, yellowish oil, which is presumably silicone. It is an excellent rubber lube and will not spatter (if used judiciously) or evaporate.

I keep a baggie in my flight box. Put the rubber and a few drops of this oil in the baggie, knead it a bit, and you're good to go, with relatively clean hands.

- And Roy Divis took the time to write up his experiences with Tan Super Sport:

My experience with Tan Super Sport rubber has been the opposite of Don's, that is, gradual quality loss. For background, I began FAC competition in 2003. My only experience has been with Tan SS since Tan II disappeared before I started. In these early years, I could wind, fly, and chase all day without motor breakage. I was using 3/16" from the 1/04 batch and 1/4" from 5/03. Motors were typically one or two loops. The first winding was about 90% of turns to break, observing torque for future guidance. In a couple of cases, torque approached the fail value, so that winding was stopped earlier than expected. New motors were made for each competition. I had 17 kanones at the end of the 2007 season, and earned the Blue Max. Since then I have earned only 4 kanones. Quite a drop in the success rate!

In these last few years, I have been plagued by motor breakage. For example, during 2012, I had three consecutive motor breaks in the first winding. The motors were two loops of 3/16", 27" long, weighing 12.76g, 12.84g, and 12.95g, from a batch dated 7/11. Lube was Molycote 33 Medium. The estimated break points based on previous tests were 3.1 torque at 1566 turns. The target torque was 2.5 at 1400 turns. The actual breaks were: 1100 turns, 1000 turns, and 1200 turns, with torque about 2.2. Then I switched to three loops of 1/8" dated 4/05, wound to 2.5 torque at 1400 turns. Flights were about a minute in poor conditions. A few years earlier, this model with a motor of the same dimensions from the 1/04 batch was flown to 2 kanones with one flight of about three minutes (nice thermal!)

The above is a typical example of why I believe that the quality of Tan SS has deteriorated over these years. I should be noted that Don recommends winding to no more than 85% of torque fail. In my examples, the target torque was 80% and the actual break was about 65%.

I'm using a winder that incorporates a torque meter graduated with integra 0 to 9, with sufficient space between to estimate tenths. Gear ratio of 5:1 gives slower winding. Conversion to in. oz. is possible using the old FAI catalog #28, item RW 057 on page 30.

I will continue the review of my flight logs to further test the conclusions described here. I would appreciate communication with other fliers about their experience. I believe such exchanges would benefit all members. I can be reached at the address below. (Sorry, no computer or email.) Roy Divis, 3446 E. Prescott Circle, Cuyahoga Falls, OH 44223 phone: 330-928-6556

Enthusiasm in Regards to Building Model Airplanes

...and Much Else

By Karl Gies

Success is the ability to go from one failure to another with no loss of enthusiasm. Sir Winston Churchill

This quote most clearly describes my early model airplane building efforts. I started with building Jack Armstrong card models obtained from Wheaties Boxes during the second war to end all wars, probably around 1944. After the war in 1946 we moved from Missoula, Montana to Lewistown, Montana. It seemed like every boy I knew built or tried to build model airplanes. I got into building balsa model airplanes between the ages of nine and ten. Many of these early attempts were not fully completed as I often tried building models that were too difficult.

I remember building a Cleveland glider kit, probably the one below, with a boy that was two years older than me, Skooky Bertus. I only lived a couple of blocks from Skooky and although he was two or three years older, we had this common interest in model airplanes. I happened to be in Shulls Tire and Hobby shop at the same time as Skooky one day and he was interested in this glider so we looked over the kit together. The kit cost one dollar, a princely sum back then, but was said to fly at least a mile. The six foot wingspan really appealed to us. Skooky only had fifty cents but I also had fifty cents so a partnership was struck on the spot. Skooky was a good builder and very good at covering. My role in helping build this model was cutting print wood parts out and I think build the rudder or stab. The model was mainly built by Skooky but I recall getting some good building lessons from him especially in regards to putting the tissue on. Having fifty cents invested in this model kept me very involved in the project, plus I really looked up to Skooky.

When completed, we took it to a nearby park and started to tow it up, but the wing folded up. This did not deter us. We fixed it up and got some fairly decent flights out of this

model before smashing it up beyond repair. It did bother me that the already built models like the A. J. Hornet R.O.G. flew much better than any model any of us kids built. The disappointments and failures that I met seemed to fuel my enthusiasm. I had some early success with Comet Phantom Flash R.O.G, models.

My first real success was with a Scientific Korda Victory at about age twelve. A neighbor's dad was a farmer, civil engineer, and flew his own airplane. He had also built some model airplanes. We each built a model under his guidance, mine being the Victory. It flew at least as high as 50' and I never looked backward on this hobby.

I have built model airplanes for most of my 75 years. I have advanced to being a builder/flyer of intermediate skills but attempt to improve with every model I build. And with no loss of enthusiasm.

This is an insanely great hobby.

BP Quiz Answer

Our resident curmudgeonly Scale Judge sez:

" Now, normally I'd just say 25 points bonus for being a shoulder winged twin thing. But I'd be a rabble rouser Scale Judge, yes I would, and give this intrepid builder another 15 for biplane, equaling 40 total bonus points. Holler if you want to - that's what I'd do at our contest.

Here's my reasoning....Although it's "function" is not to act as a wing, it certainly is a flight surface, of area easily the same as the actual wing of the plane itself - do a quick pi (X) Radius sq, add a little for the rear portion, if you don't believe me...

There are those AWACS that have less area in their radomes and might be more questionable as a bipe, like the Boeing E-3 Sentry or the Tupolev Tu- 126 , but no, not this bird. Plus, wouldn't you give the guy 40 points for sheer hutzpah?"

Gone West

Jack Clemens, age 79. He was Bob's brother and friend and had joined the FAC shortly before his sudden death on November 20. Back in July he spent three days spectating at his first FAC Nationals which inspired him to get back into free flight after an absence of many years. He would have made a fine addition to the Fling Aces Club membership rolls.

The Cloudbusters lost long time member Don Campbell, 86, of Gladwin, MI. Don held many club offices and was the first club newsletter editor. He passed away on February 6.

Jim Whelan left us back in November. Jim, despite being ravaged by cancer, was a stalwart volunteer at WESTFAC III in Denver. He very enthusiastically came out each of the three days to man the scoreboard recording flights. I will always remember his can-do spirit in the face of his mortality. Jim was never a very active flyer. But he was always an enthusiastic contributor in other ways. We've gotta have guys like that. Don DeLoach

Bad Guy Squadron Scales the Alamo

The flag over Alamoville, TX flies inverted at half mast. Half mast in recognition of the loss of Joe Joeseph gone West, and inverted with the loss to Bas Guy Squadron of Windy Sock Newsletter. Bad Guy Squadron has scored great evil over FACland since stealing the original FAC GHQ flag* and plotting to splinter Culver Cadets as target drone fodder** at the Tex-Mex border. The black sombreros have attacked Alamoville again to divert Windy Sock from skyster support. Will Bad Guys' army again capture Alamo action, ore will Lone Star Sector Sky Rangers rise to hold the fort? History and FAC Spirit are on the side of Texans!

* FAC Club News from GHQ #1

** Crosswinds #135 on Designer Al Mooney Aircraft series, Storkville, OH

McCook Field Squadron- FAC

Final 2-20-13

ANNUAL FF CONTEST

Dates: June 22 & 23, 2013
Location: AMA site, Muncie, Indiana

Saturday- June 22 (8am-5pm)
FAC Rubber Scale
FAC Golden Age-combine
FAC 2Bit + 1 OT Rubber
McCook Field Watson Unlimited Challenge
FAC OT Rubber (cabin)
***** AMA HL Glider (Jr),(Sr,O)**
FAC Modern Civil Scale
FAC Jimmie Allen
Phantom Flash (ROG)

WW I Combat Mass Launch – 11 am
Greve Race Mass Launch – 12:30 pm

Sunday- June 23 (8am-3pm)
FAC Peanut Scale
FAC Embryo Endurance
FAC Dime Scale
FAC No-Cal Profile Scale
FAC OT Rubber Stick
FAC Jet Catapult Scale
****AMA Catapult Glider(Jr),(Sr,O)**
1/2 size Wakefield

Twin Pusher Mass Launch – 10 am
WW II Combat Mass Launch – 11am
******Cloud Tramp Mass Launch-12:30pm**

CD: Dan DeAngulo
937-760-0886
DAD4584@woh.rr.com

CD: Tom Ersted
937-456-1908

CD Emeritus: Frank Scott
937-335-3057

General info: Stu Cummins- secr. , stucummins@woh.rr.com

CD REQUEST: PLEASE TURN IN TIMES PROMPTLY AFTER EACH FLIGHT

BOM rule applies (except Cloud Tramp below and AMA Catapult glider). (FAC General Rule 1)
Three Models by three different builders must be entered with each making a qualifying flight for the winner to be awarded a "Kanone". (FAC General Rule 6)
The FAC 2012-13 Rule Book will be used for all FAC events.
FAC only events may be added during the contest, provided the conditions of Rule 1 & 6 (above) are met. Any scoring disputes must be filed on the day of the event.
****AMA Event 142 rules. Best 3 of 6 flights. (Jr), (Sr,O)**
*****AMA Event 140 rules. Best 3 of 6 flights (Jr), (Sr,O)**
******Grant MIMLOC rules. No BOM rule.**
In event of ties in endurance (3 -120 sec maxes)) -- add 30 second, i.e. 150, 180 etc.
Watson Unlimited Challenge Rules: (McCook Special event)
Model must be propelled by 24" length of 1/8" rubber. (Supplied)
Timing is total of best 2 of 3 flights, no max. There are no other rules!

Entry Fee: $10. Current AMA License required.
Plaques: 1st Place, Certificates: 2nd, 3rd.
Kanones awarded

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white76@cox.net

Councilmen Emeritus
Pete Azure
Fred Gregg
Tom Nallen I
Tom Nallen II
Mike Nassise
Jack Moses
Bob Schlosberg

*Note - Names in **bold type** are FAC Board members.

When contacting FAC officers via email, please be sure to include "**FAC**" in the subject line so that your message isn't overlooked.

Membership Information

- Membership brings you six issues of the **Flying Aces Club News**, and all the grins that come with being a Junior Bridman.
- When the **Dreaded Red X** shows up in that circle next to your address label, it is time to renew your membership. Please note: the **DRX** is the only notice you will receive. Memberships will not be back dated so any missed issues of the newsletter will have to be purchased. (For back issues, see below.)
- Your renewal date will be printed on your newsletter mailing label so the **DRX** won't sneak up on you.
- If you would like to use the **PayPal** option to send your dues, go to: **flyingacesclub.com** and click on "membership." The PayPal button is at the bottom of the page. Pick your location (US, Canada, or Overseas) and hit the button.
- You can still send a check through the good old mail service. Use the form below, or any reasonable facsimile. Please make checks payable to: **Flying Aces Club**
- **Canadian and Overseas members**, please use PayPal (preferred) or send checks payable in US dollars.
- **Change of address -** please note - the post office does not forward bulk mail so be sure to handle this promptly or you will miss an issue! Send your new address, or any questions about your membership to:

  Flying Aces Club, 9154 Eldorado Trail
  Strongsville, OH 44136

  or email to - **join@flyingacesclub.com**

FAC News **BACK ISSUES** in limited numbers are available for $5.00 each. Send orders for all back issues to:

Blake Mayo, 3447 Adelaide Drive, Erie, PA 16510

Flying Aces Club Membership Form

☐ New ☐ Renewal

Name:_____ AMA or MAAC#_____

Address:_____

City:_____

State/Prov:_____ Postal Code:_____ Country:_____

Email:_____ Phone:_____

Annual dues in $US:

- $20 USA
- $28 Canada
- $40 Overseas

Please make checks payable to:

Flying Aces Club and send to:

9154 Eldorado Trail

Strongsville, OH 44136

FAC Contest Calendar

Glastonbury, CT	Mar 17	GLASTONBURY MODELERS INDOOR FLYING SESSION	John Koptonak	860-434-1029
Gainesville, TX	Mar 22 - 24	5TH ANNUAL GAINESVILLE TEXAS FREE FLIGHT MODEL AIRCRAFT CHAMPIONSHIP AND CONTROLLINE BALLOON BUST CONTEST.	Mike Fedor	817-480-4825 e-mail: mmfedor@aol.com
Winthrop, MA	Mar 30	STEALTH SQUADRON / MERRIMAC VALLEY AIR-ISTORCRATS INDOOR MEET	Richard Zapf	978-352-8331
Glastonbury, CT	April 7	GLASTONBURY MODELERS INDOOR CONTEST	John Koptonak	860-434-1029
Durham, CT	April 7	PINKHAM FIELD IRREGULARS MINI MEET	Paul Stott	203-929-5139
Washington, DC	April 7	DC MAXECUTORS NATIONAL BUILDING MUSEUM FLYING FUN	Glen Simpers	grfreeflight@hotmail.com
Kent, OH	April 14	CFFS ANNUAL KSU INDOOR CONTEST	Mike Zand	imzand@hotmail.com
Winthrop, MA	April 27	STEALTH SQUADRON / MERRIMAC VALLEY AIR-ISTORCRATS INDOOR MEET	Richard Zapf	978-352-8331
S. Easton, MA	April 28	BAY STATE SQUADRON MINI MEET	Mike Nassise	508-328-3770
Lorain, OH	May 19	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Wawayanda, NY	May 25 - 26	GLASTONBURY MODELERS & PINKHAM FIELD IRREGULARS FOUNDING FATHERS MEMORIAL MEET	Fast Eddie Pelatowski	epelatowski@gmail.com
Flint, MI	April 21	CLOUDBUSTERS	Chris Boehm	merlin236@comcast.net
Perris CA	Apr 24 - 27	**WESTFAC IV**	John Hutchison	http://www.westernfac.com
Flint, MI	May 19	CLOUDBUSTERS	Winn Moore	winn_moore@yahoo.com
Lorain, OH	June 2	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Raeford, NC	June 8 - 9	KUDZU CLASSIC	Stew Meyers	stew.meyers@verizon.net
Flint, MI	June 8	CLOUDBUSTERS	Mike Welshans	mbwelshans@aol.com
Dunwoody, GA	June 15	PEACH STATE INDOOR CHAMPS	David Mills	davidmillsatl@gmail.com
Muncie, IN	Jun 21 - 22	MCCOOK FIELD SQUADRON ANNUAL CONTEST	Stu Cummins	stucummins@woh.rr.com
Flint, MI	July 6	CLOUDBUSTERS CONTEST AND CLUB PICNIC	Chris Boehm Mike Welshans	merlin236@comcast.net mbwelshans@aol.com
Geneseo, NY	July 17 - 20	FAC NON NATS	Dave Mitchell	webmaster@flyingacesclub.com
Lorain, OH	July 28	CLEVELAND FREE FLIGHT SOCIETY	Jim Gaffney	jamesfgaffney@hotmail.com
Flint, MI	Aug 4	CLOUDBUSTERS	Winn Moore	winn_moore@yahoo.com
Geneseo, NY	Aug 9 - 11	EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS HOSTED BY WNYFFS AND THE YANKEE AIR PIRATES	Mark Rzadca	wnyffs@rochester.rr.com
Muncie, IN	Sept 5 - 6	FAC OUTDOOR CHAMPS	Ralph Kuenz	rdkuenz@yahoo.com

To get your event listed on this page, ***send the info to the editor****. To get your event listed on the website contest page, send your stuff to our esteemed Webmaster, Dave Mitchell.* ***Contact information is on the Membership Information page.***

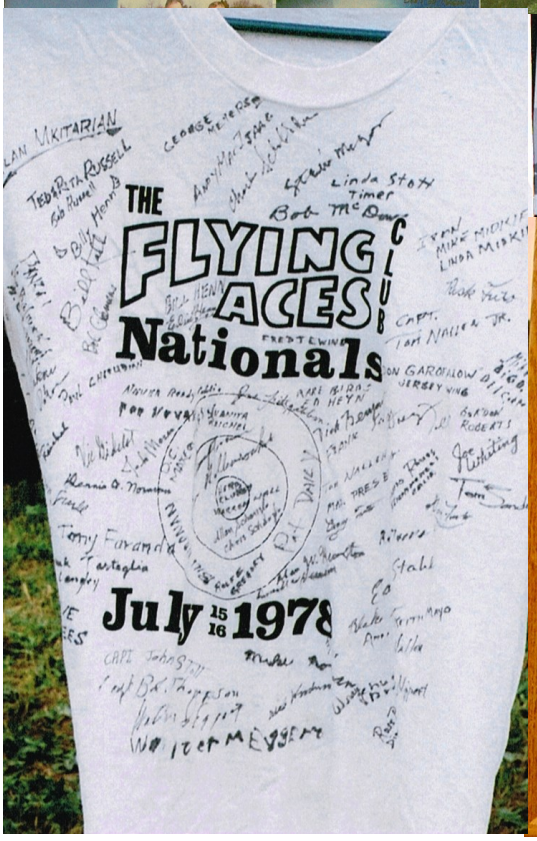
BUILD...What you really like FLY...All you can WIN...Just let it happen

Photo Captions: I've been bugging poor Never Ready Eddie Novak for these photos since the Nats last year. I knew he'd come through. It just takes some patience. It seems his filing system is very similar to mine! I got a note with the photos that said: "You thought I forgot! No, I lost/misplaced them, but here they are. All taken by John Stott. Thermals, NRE" They're terrific photos, but a poor substitute for a visit with the guys from No.1 Squadron, and a chance to see some of the memorabilia from the early days of the FAC. It was a treat to see the old tin Peanut shipping box built by Dave Stott for postal contests, the legendary Phineas Pinkham full size cut out, and the T shirt from the 1978 Nats, signed by the participants. The photos on the display panels gave a glimpse of the beginnings of our beloved outfit. I hope the boys from Ye Olde Hanger #1 will consider bringing back the collection in the years to come so that more clubsters get an opportunity to see it. Our thanks to them for hauling it out, setting it up, and acting as museum guides.


National
July 1978


FLYING ACES
Club News
July 1978


IN THE BEGINING
1966
Club News
FLYING ACES
Club News
PEANUT SCALE ONLY
EARLY 1970's


THE FLYING ACES Club
Nationals
July 15 16 1978


FAC Nats @ Geneseo 2020

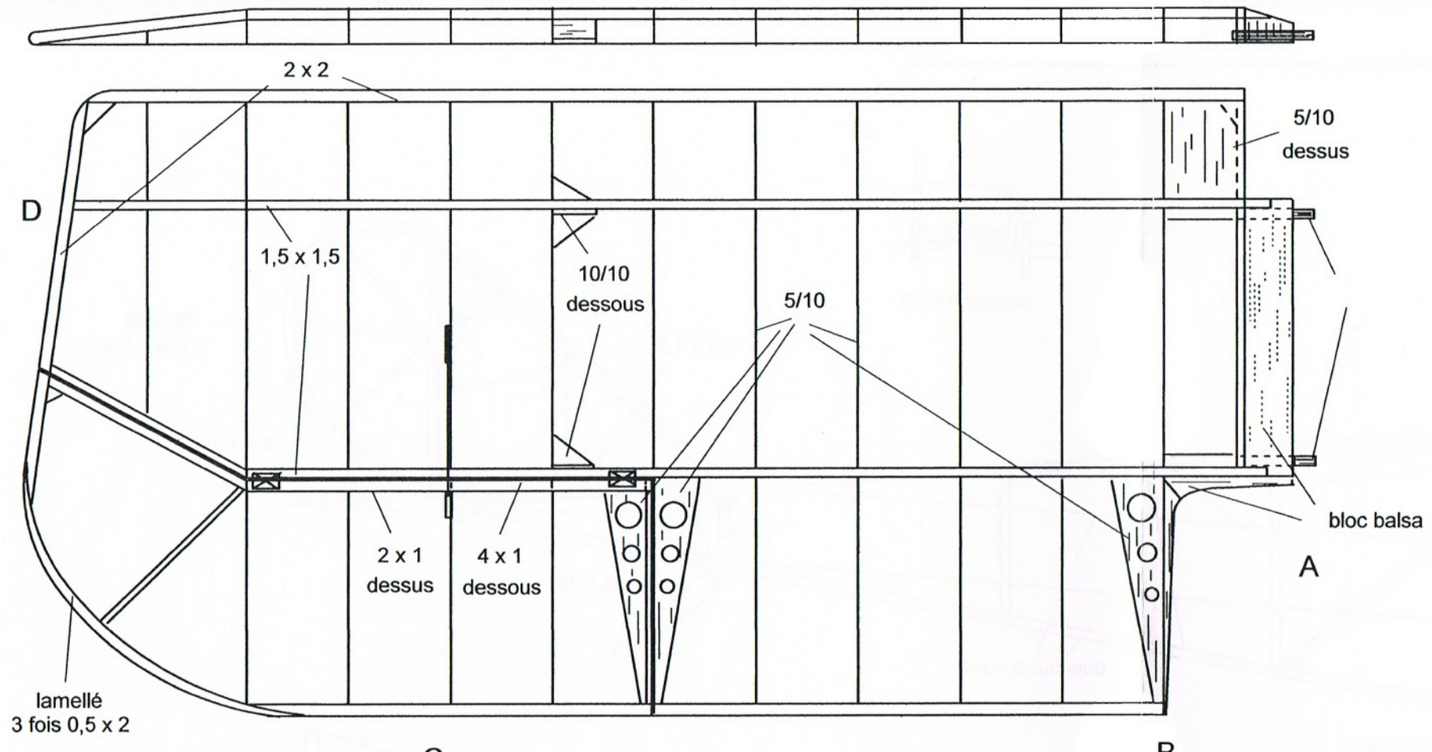
FLYING ACES Club

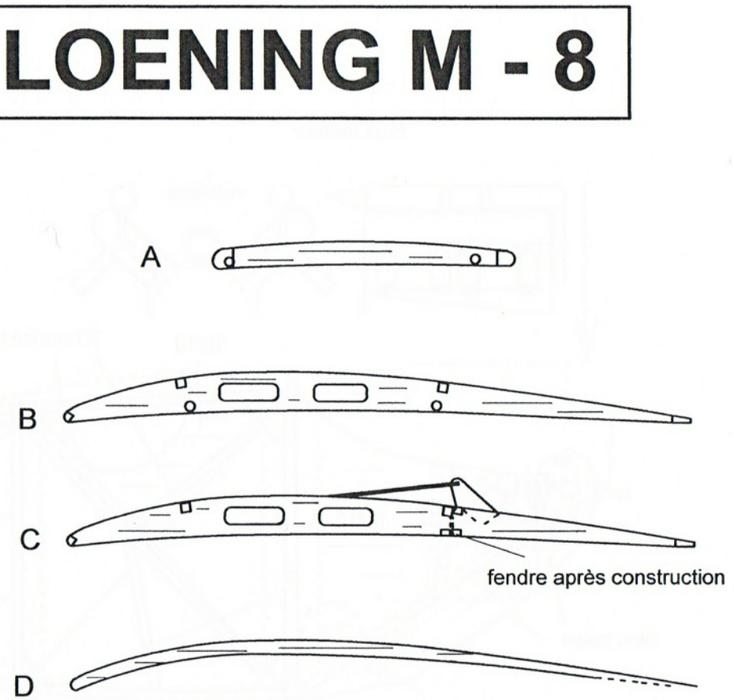
9154 Eldorado Trail

Strongsville, OH 44136

Above: Peter Smart had a great day of flying at Middle Wallop, UK despite the chilly conditions. Here he is prepping his Pitts Special for flight.
Below: Famous airmail pilots you never heard of - A time honored tradition in CT, "Flying the Mail" is a unique Wintertime event for those of hardy constitution. L to R: John Stott (holding his Sherman Gillespie designed Mailplane), Nate Imbergamo (ace mechanic), Paul Stott, NRE Novak, Steve Blanchard winner of the event, and Fast Eddie Pelatowski. This event is intended to be flown only when the weather conditions are judged too severe for normal FAC activity!

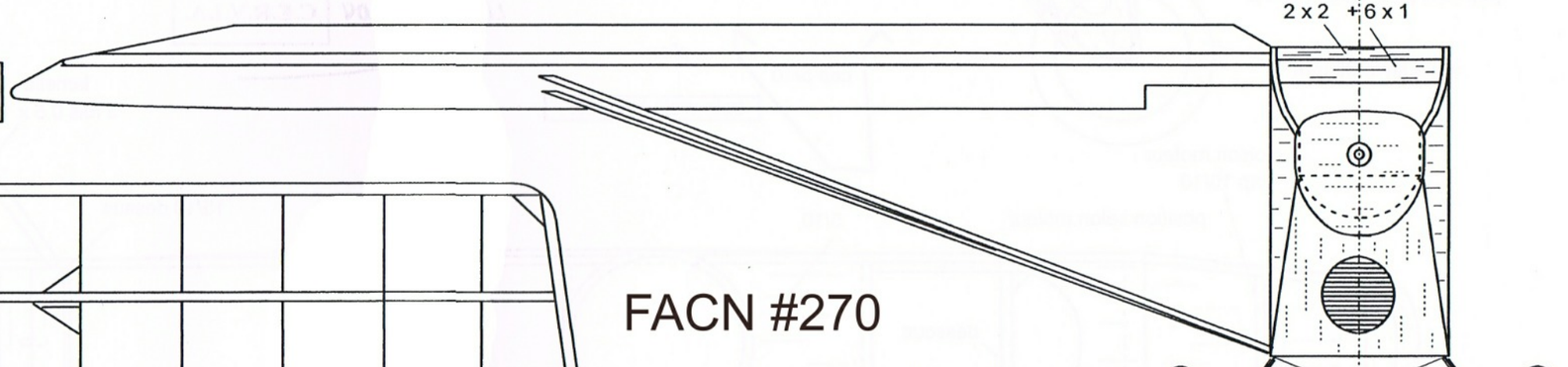
LOENING M - 8

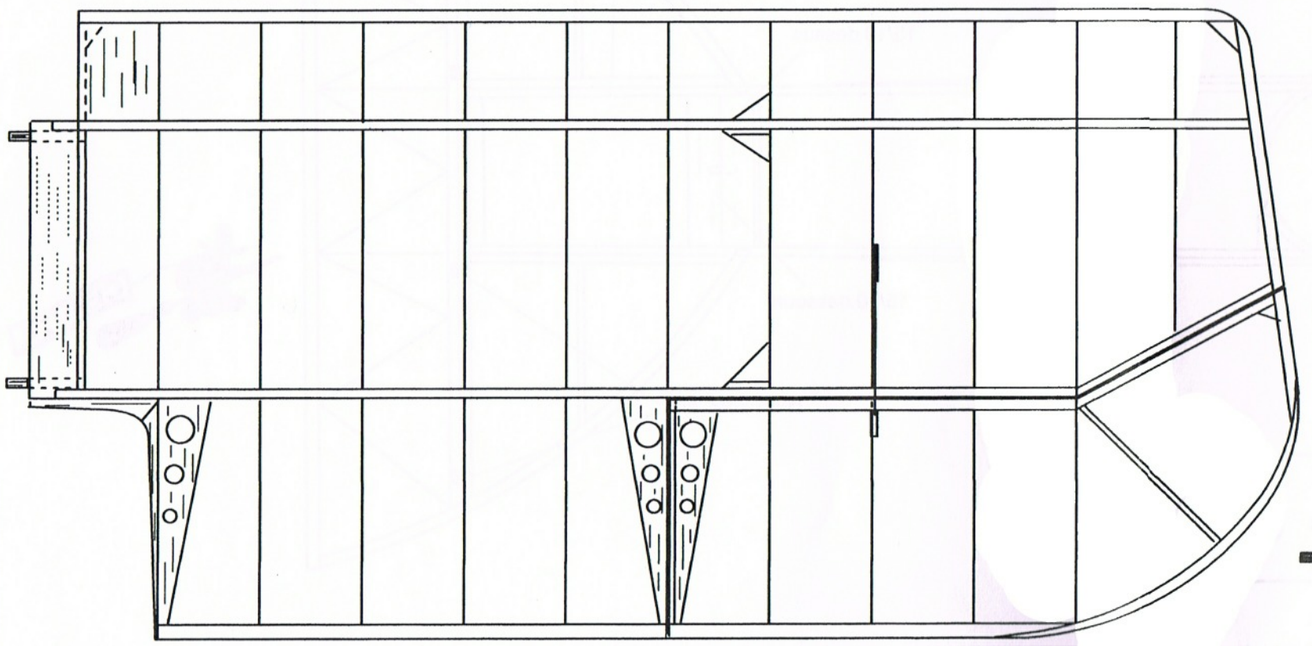




LES CAHIERS DU C.E.R.V.I.A.

dièdre nul possible
recommandé 15 mm



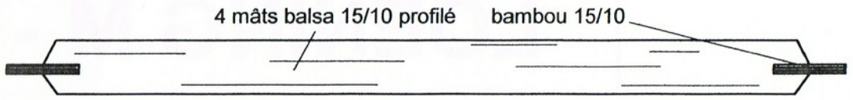


FACN #270

ligature fil caoutchouc
imitant les sandows

cap 5/10 + tube plastique

CERVIA



ajuster la longueur selon dièdre

Echelle mm

0 50 100

faux moteur

vue face

Moteur KP 00

10/10

2 haubans croisés

1,5 x 1,5

lamellé
3 fois 0,5 x 1,5

0,5 x 1,5

15/10

ctp 5/10

bloc balsa

bois dur 0,3 x 1

position moyenne des batteries
déplacer pour ajuster le CG

mats en pointillé

2 balsa 5/10

roue styro 30 mm

cap 5/10

plier

train vraie longueur

LES CAHIERS DU C.E.R.V.I.A.

1,5 x 1,5

lamellé
3 fois 0,5 x 1,5

0,5 x 1,5

1,2 x 2

cloison moteur
ctp 10/10

position selon moteur

5/10

15/10 dessus

dessous

15/10 dessous

charnières alu

CERVIA

FACN #270

LOENING M - 8

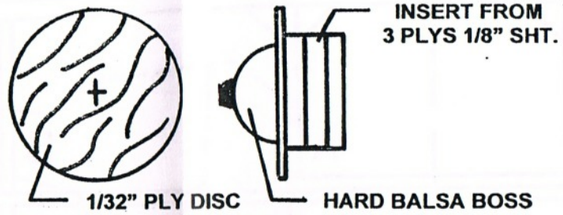
Pour moteur KP-00

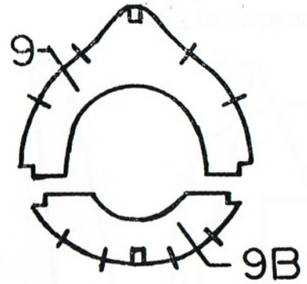
A BAY STATE SQUADRON PLAN

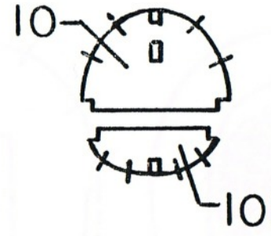
MODEL REPRESENTS A P-47D-23 OF THE 23rd FS, 36th FG, 9th AF RAF KINGSNORTH 1944.

COLOR SCHEME
UPPER SURFACES OLIVE DRAB. LOWER SURFACES NEUTRAL GREY. NOSE RING BLACK WITH BRIGHT YELLOW COWL AND OD COWL FLAPS. ENTIRE TAIL UNIT BRIGHT YELLOW WITH BLACK STRIPE ON FIN, BLACK A/C SERIAL AND BLACK "EASY'S ANGELS" ART WORK. A/C CODE LETTERS WHITE.

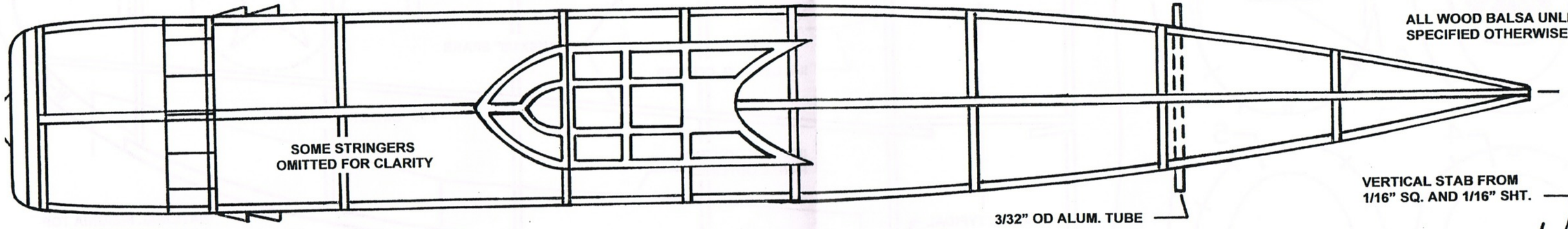
NOSE PLUG DETAIL







ALL WOOD BALSA UNLESS SPECIFIED OTHERWISE



VERTICAL STAB FROM 1/16" SQ. AND 1/16" SHT.

NOTE
A/C CODE ON RIGHT SIDE OF FUSE P+7U

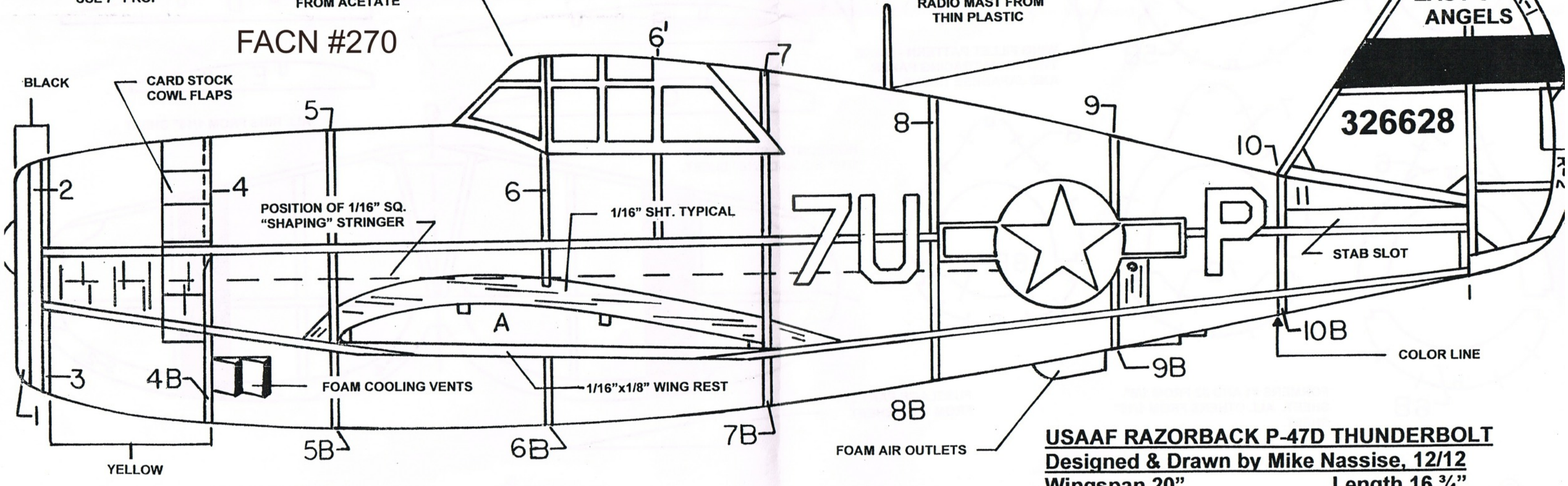
USE 7" PROP

PLUNGE MOLD CANOPY FROM ACETATE

ALL LONGERONS, STRINGERS, UPRIGHTS & CROSSPIECES FROM 1/16"SQ.

RADIO MAST FROM THIN PLASTIC

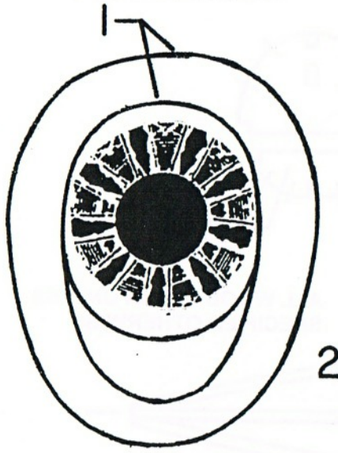
FACN #270

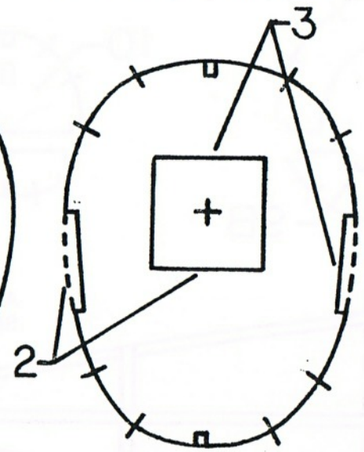


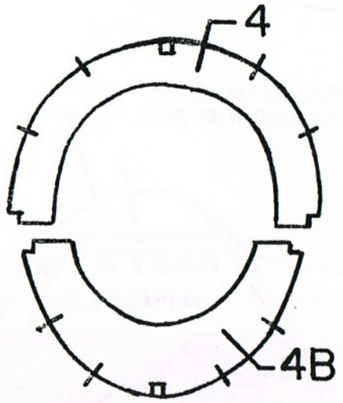
USAAF RAZORBACK P-47D THUNDERBOLT
Designed & Drawn by Mike Nassise, 12/12
Wingspan 20" Length 16 ¾"

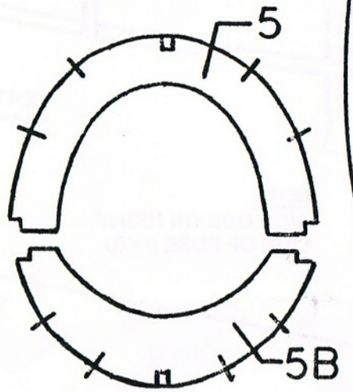
SHEET #2 OF 2

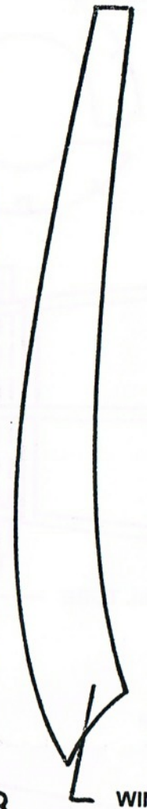
NO NOTCHES FORMERS #1 & #2.



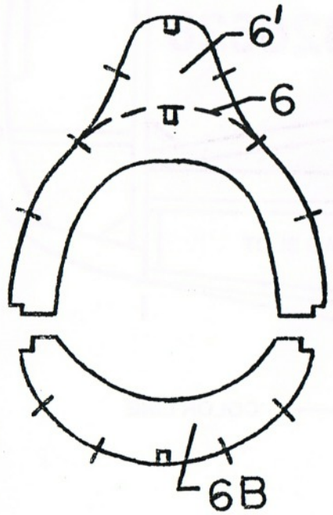


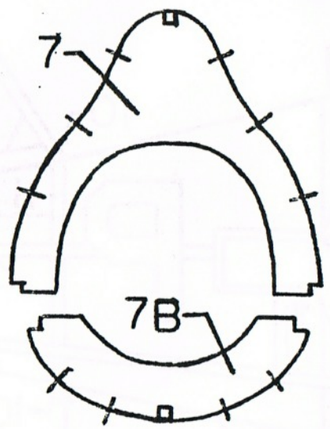


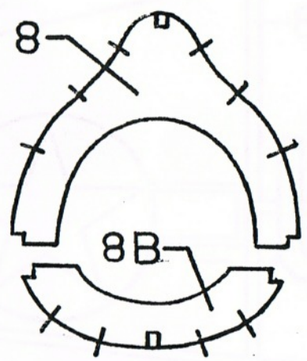




WING FILLET PATTERN - MAKE TWO FROM TRACING PAPER AND JAPANESE TISSUE.



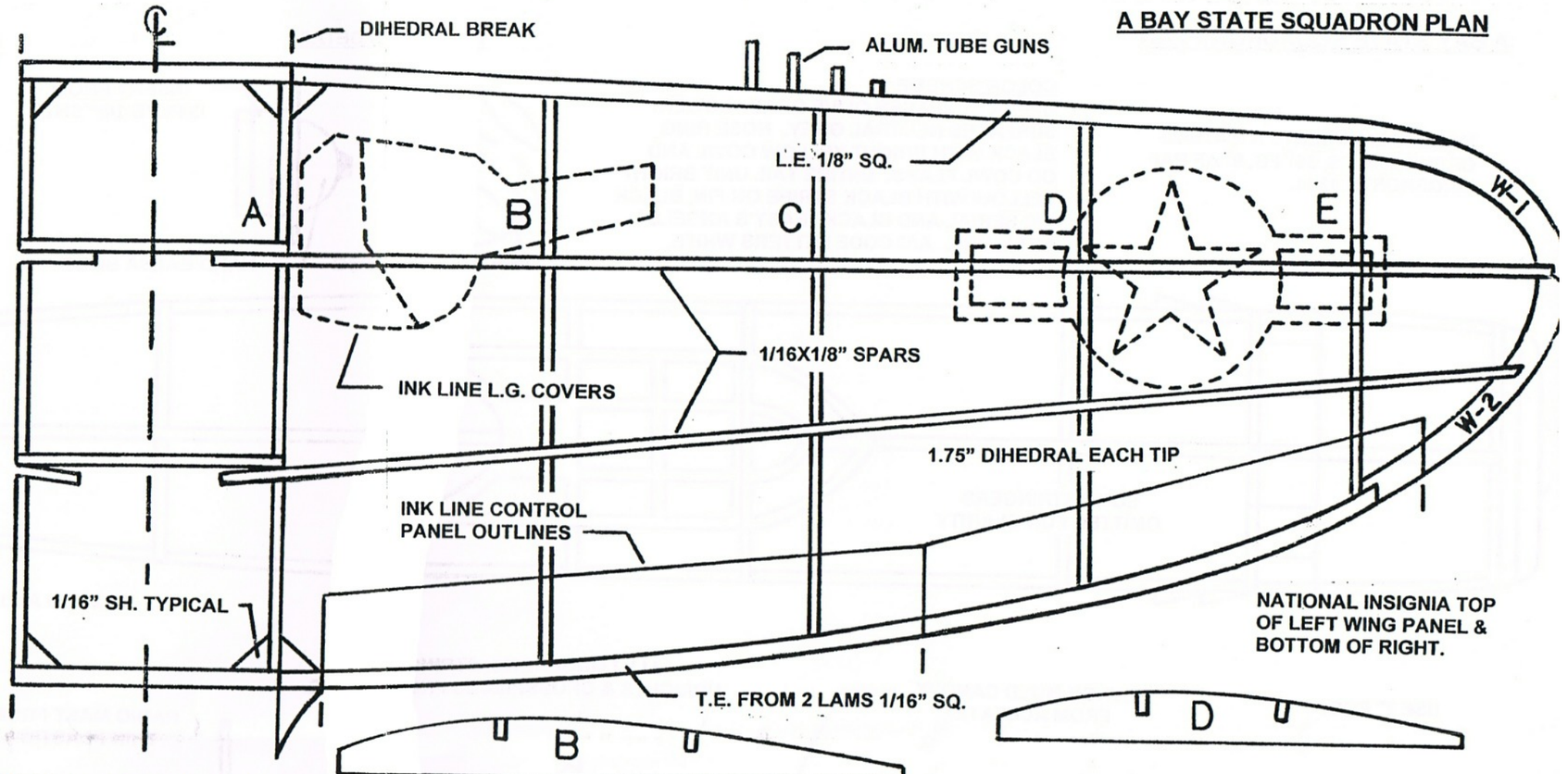


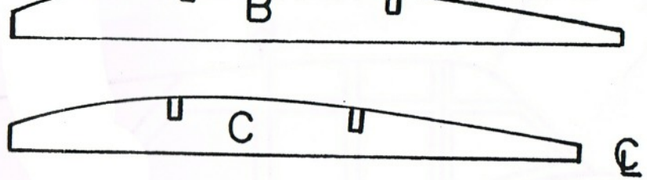


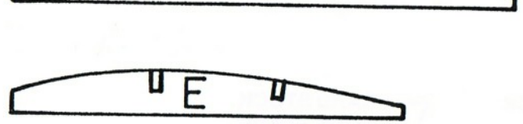
FORMERS #1 AND #2 FROM 1/8" SHEET. ALL OTHERS FROM 1/16" SHEET.

FUSELAGE PART #11 FROM 1/16" SHEET

A BAY STATE SQUADRON PLAN

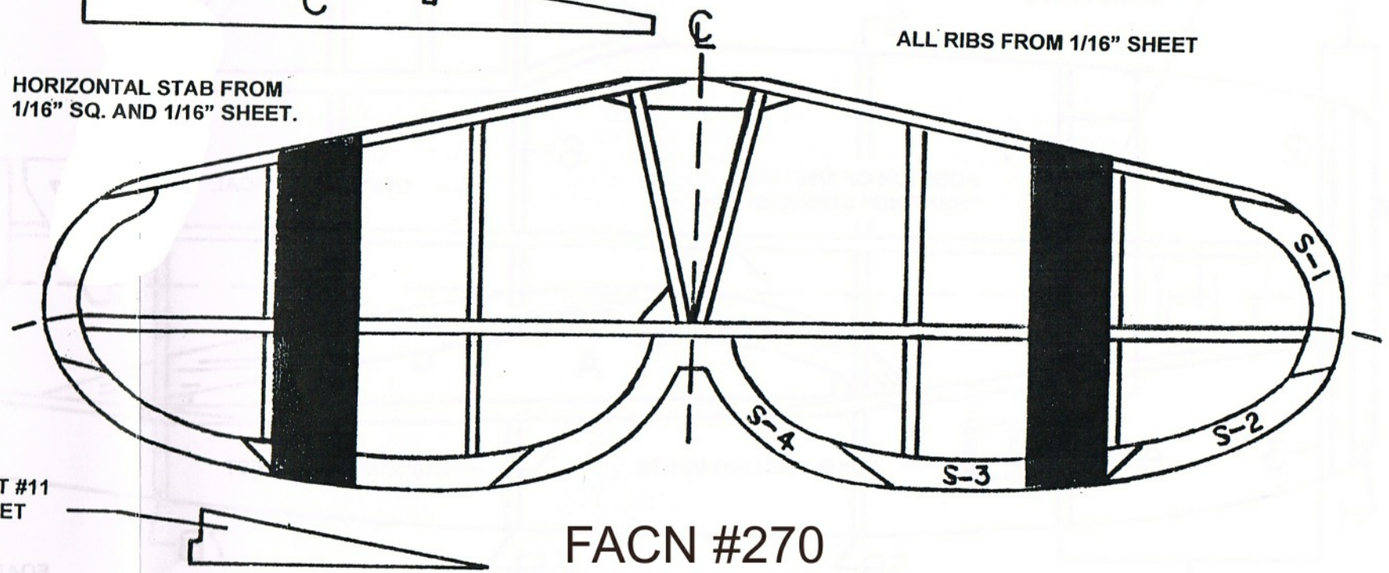




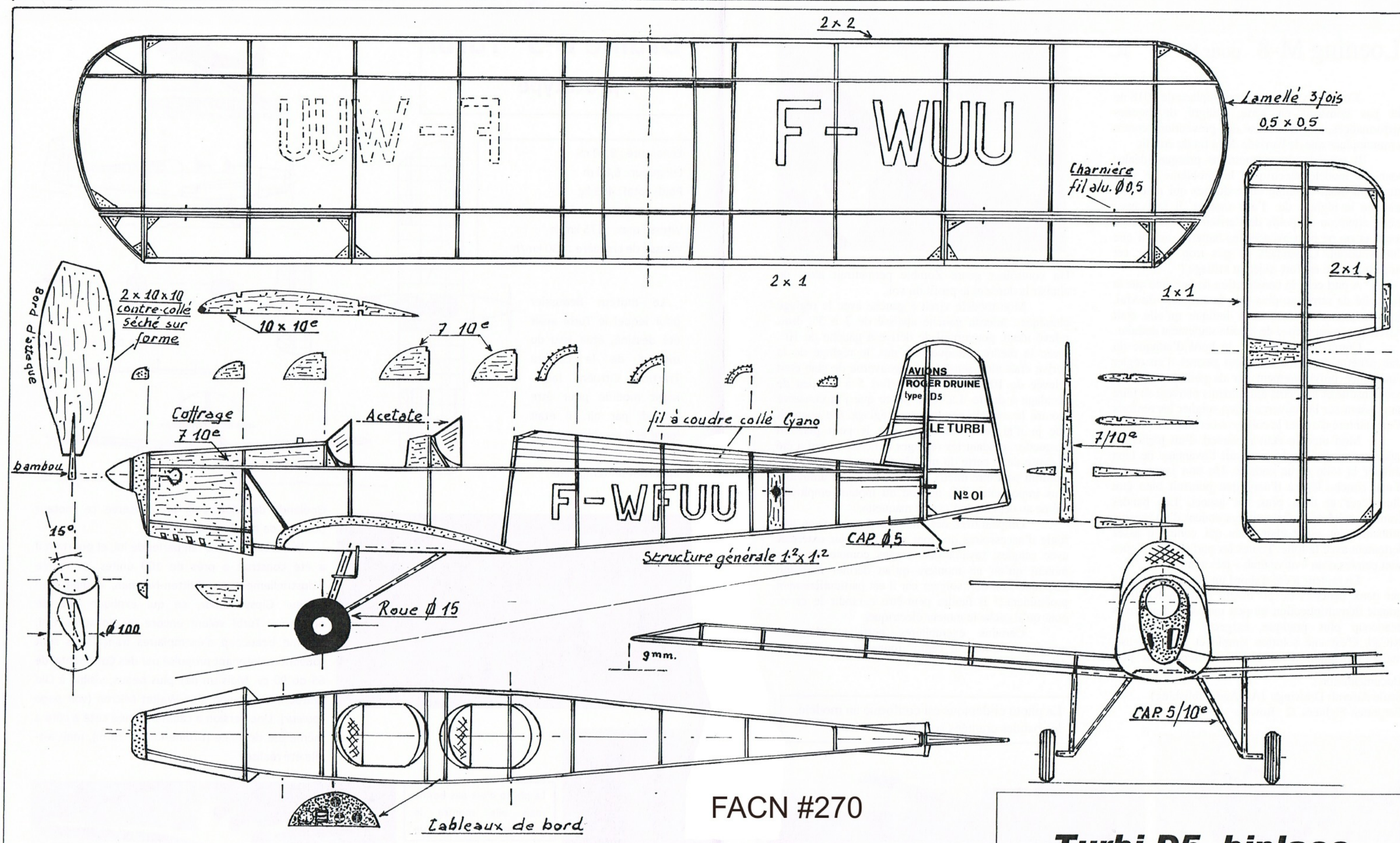


ALL RIBS FROM 1/16" SHEET

HORIZONTAL STAB FROM 1/16" SQ. AND 1/16" SHEET.



FACN #270



FACN #270

Prototype N°1 rouge entièrement immatriculation en blanc

Turbi D5 biplace

Peanut de Roger AIME

DOC. Pilote Privé année 1977

4-1-11

The French arachide

1932 Maquette volante "Peanut" par E. Fillon

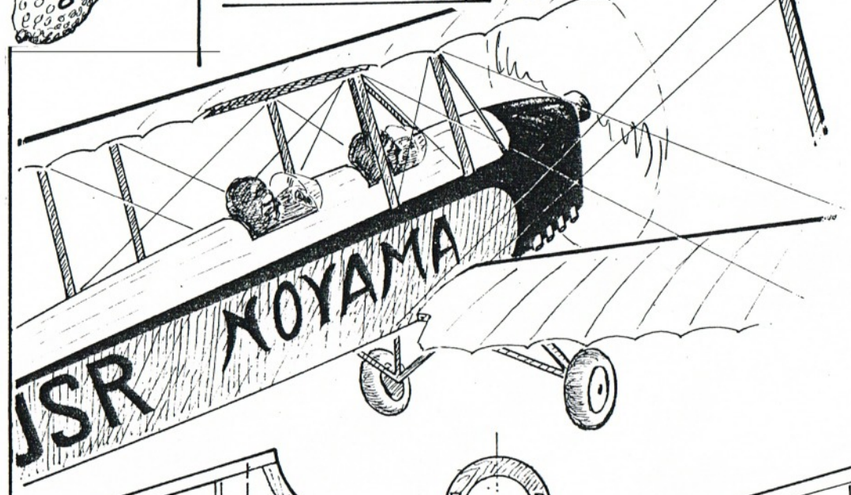
exclusivité mod'AIR

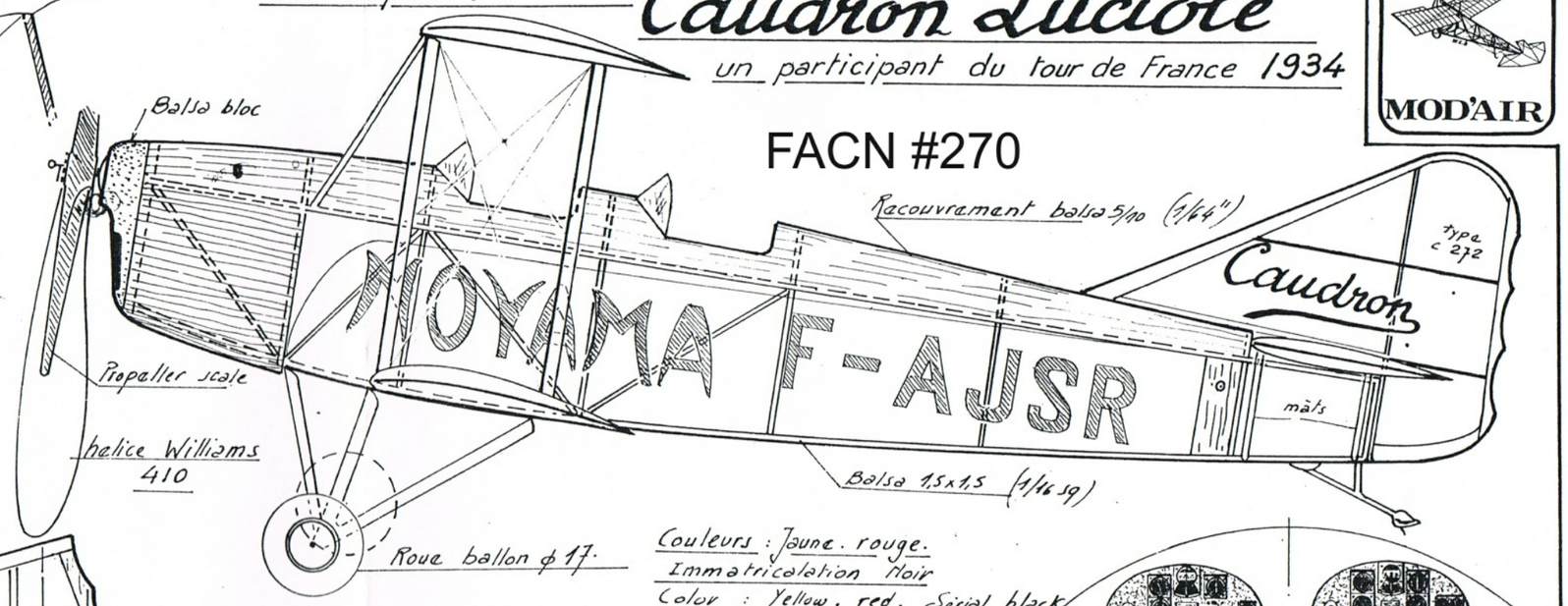
le biplan. Caudron "Luciole"

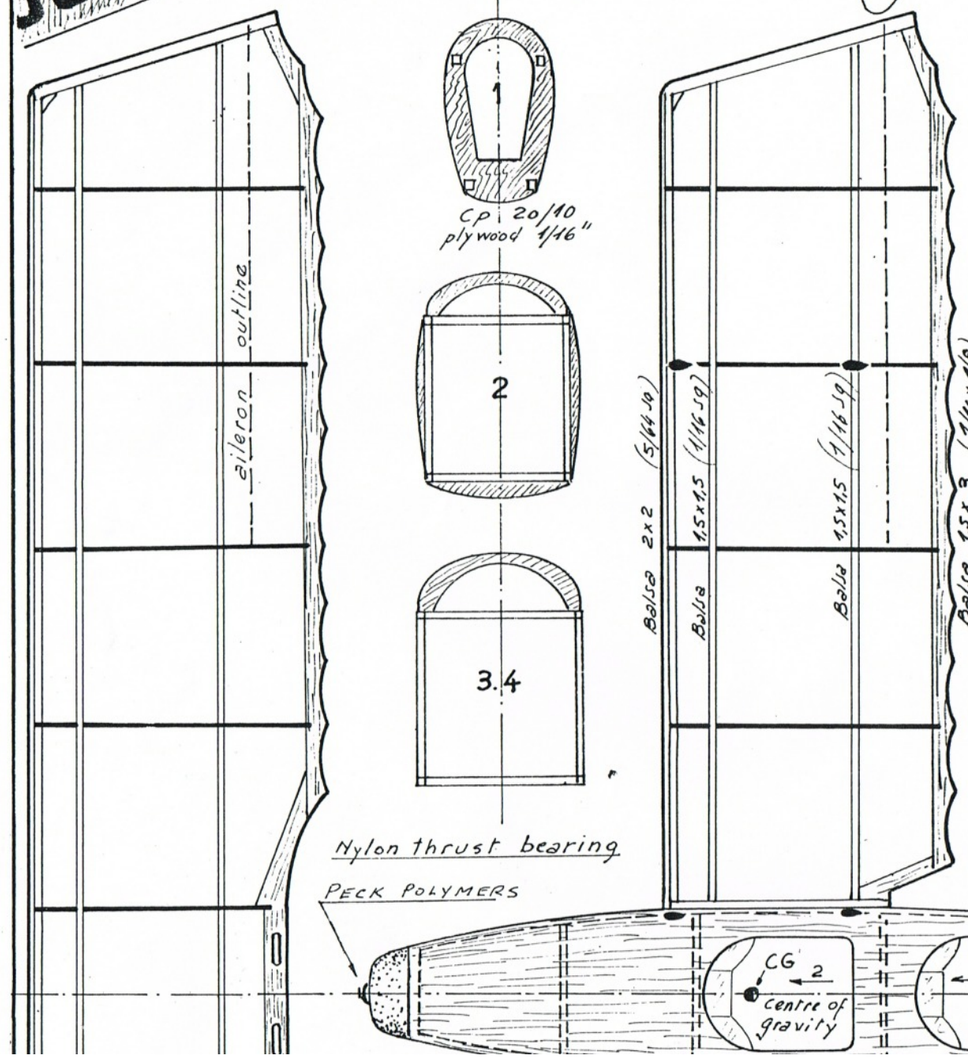
un participant du tour de France 1934

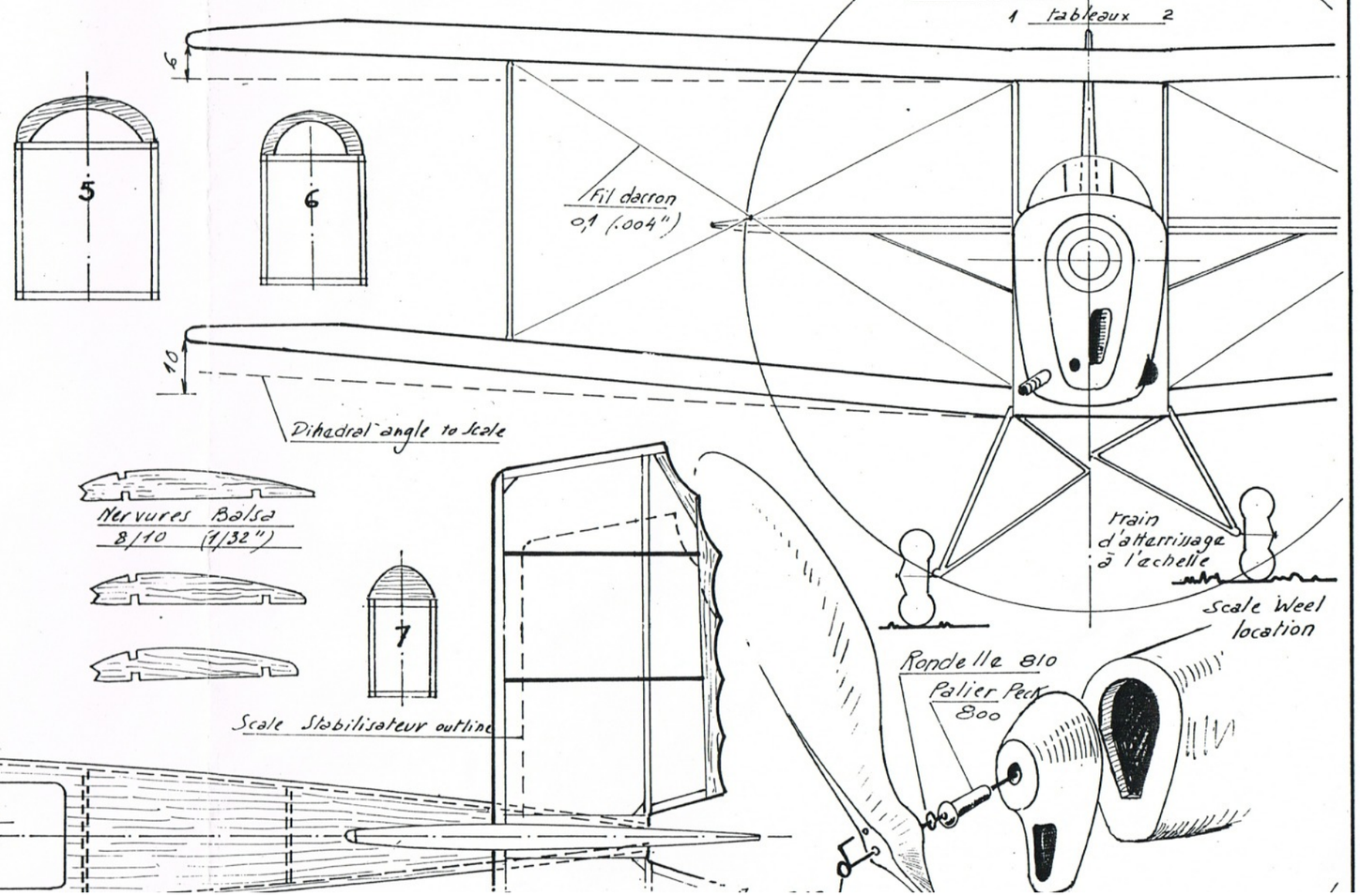
MOD'AIR

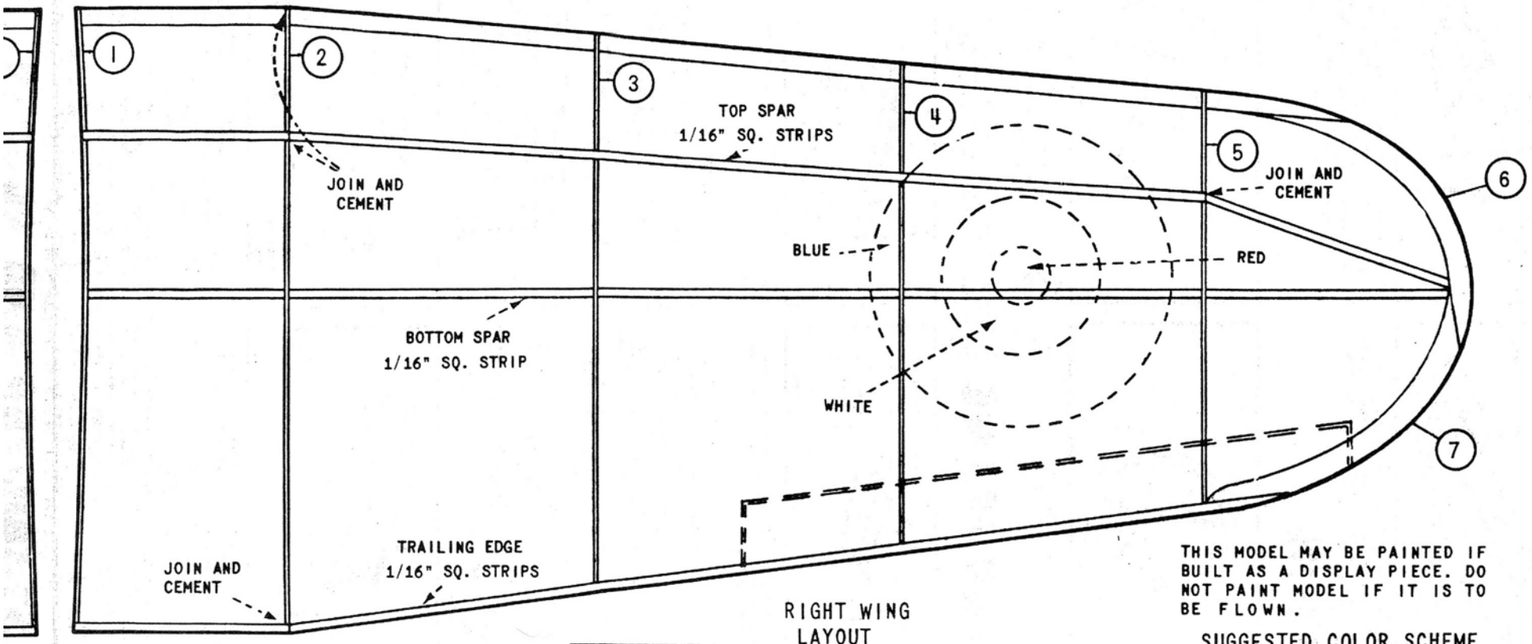
FACN #270











RIGHT WING
LAYOUT

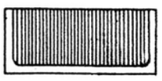
HTLY TO
AL. SEE
UCTION"
ANGLE

THIS MODEL MAY BE PAINTED IF BUILT AS A DISPLAY PIECE. DO NOT PAINT MODEL IF IT IS TO BE FLOWN.

SUGGESTED COLOR SCHEME

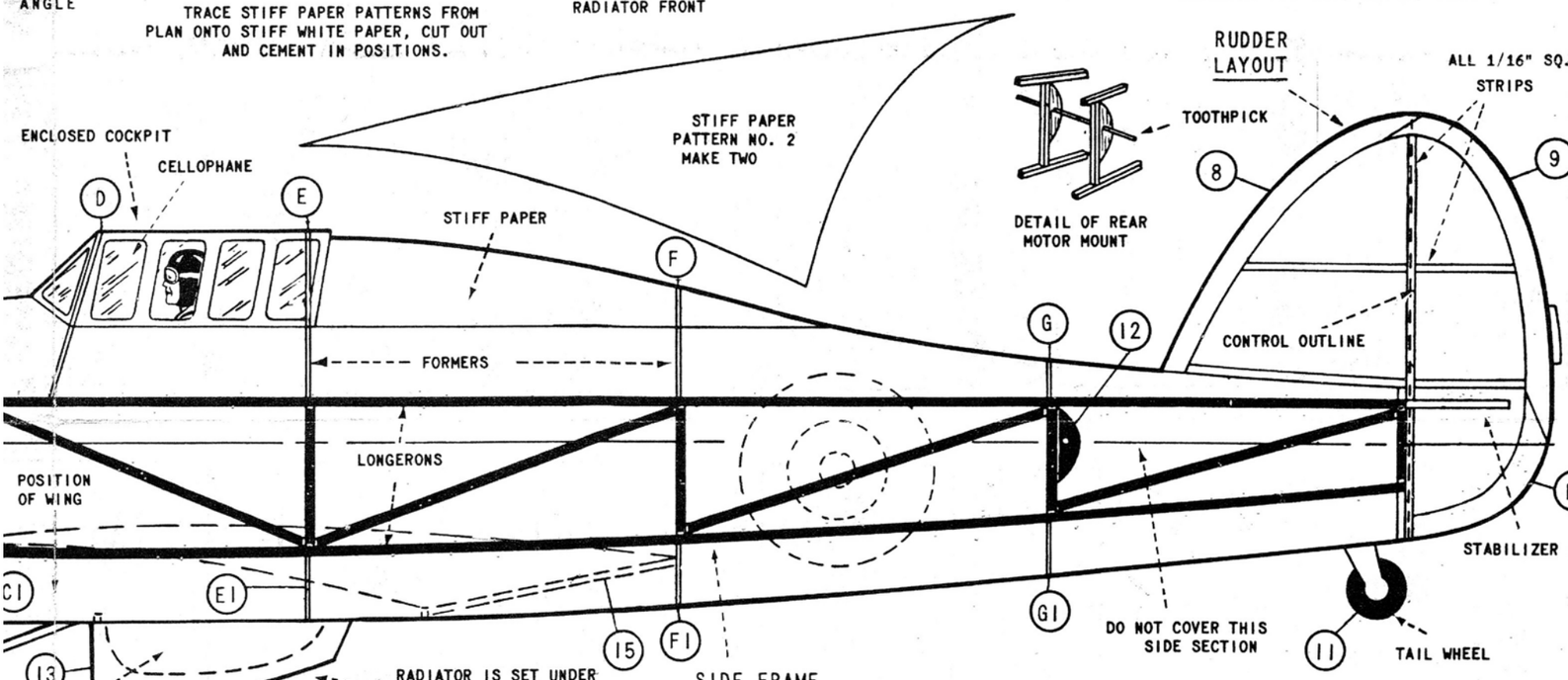
ENTIRE MODEL ..... ALUMINUM
WHEELS .. BLACK.. ALUM. CENTER
INSIGNIA ... RED, WHITE, BLUE

FACN #270



RADIATOR FRONT

TRACE STIFF PAPER PATTERNS FROM PLAN ONTO STIFF WHITE PAPER, CUT OUT AND CEMENT IN POSITIONS.



TOOTHPICK

DETAIL OF REAR
MOTOR MOUNT

RUDDER
LAYOUT

ALL 1/16" SQ.
STRIPS

8
9
CONTROL OUTLINE
10
STABILIZER
11
TAIL WHEEL

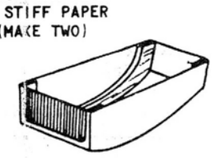
DO NOT COVER THIS
SIDE SECTION

RADIATOR IS SET UNDER
CENTER OF FUSELAGE

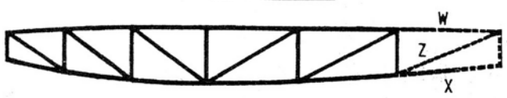
SIDE FRAME
LAYOUT

TRACE FROM PLAN
TO STIFF PAPER
(MAKE TWO)

STIFF PAPER SIDES
AND BOTTOM



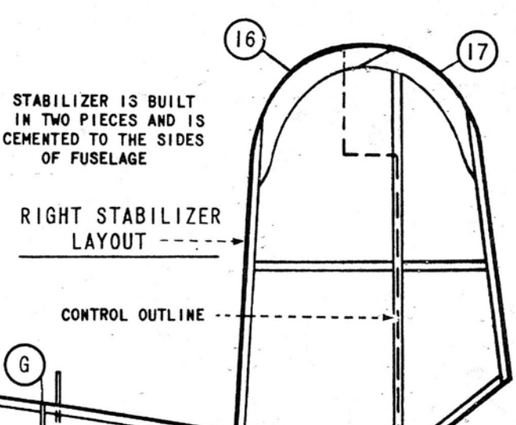
RADIATOR DETAIL



EXPLANATION OF FUSELAGE SIDE FRAME CONSTRUCTION.

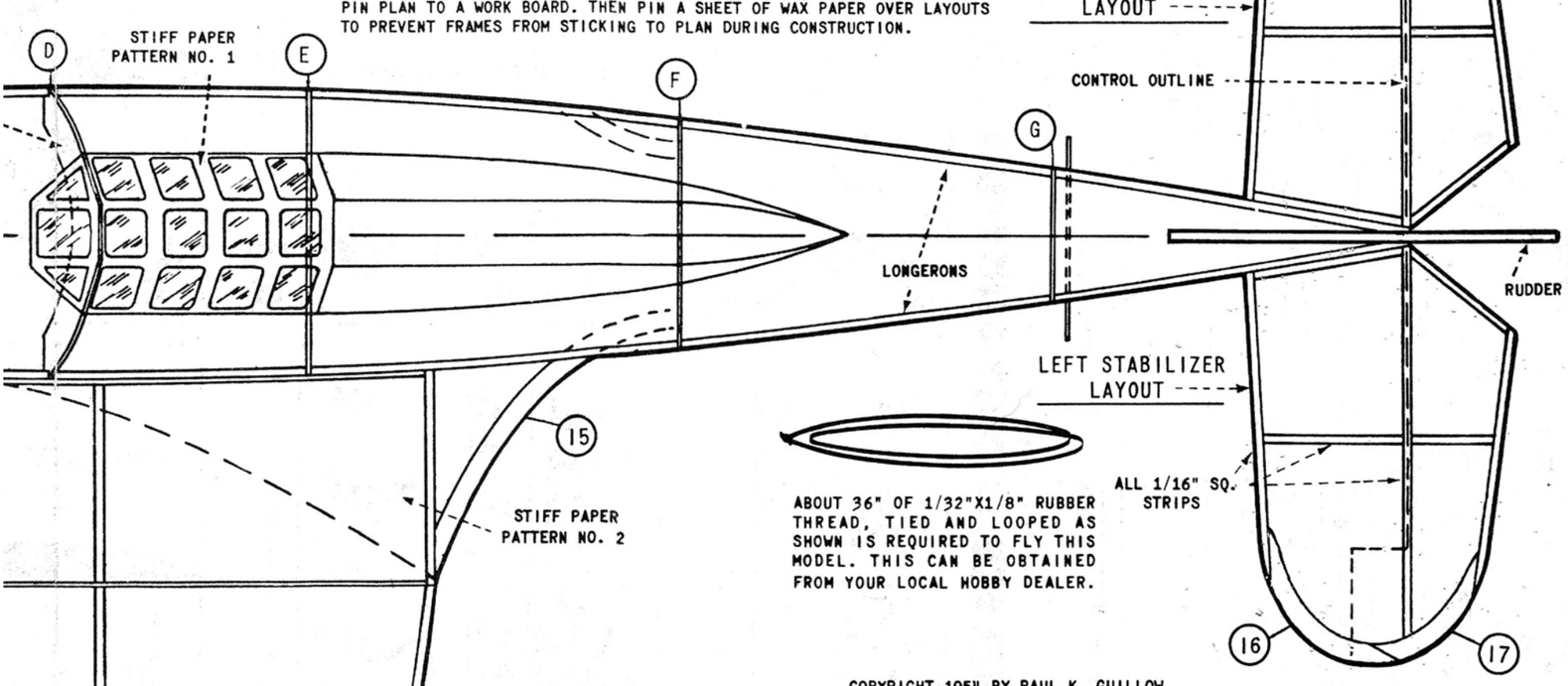
CONSTRUCT PORTION OF SIDE FRAME SHOWN IN SOLID BLACK FIRST. THEN ADD STRIP "W" TO TOP LONGERON - "X" TO THE BOTTOM LONGERON, UPRIGHT "Y" AND DIAGONAL "X".

PIN PLAN TO A WORK BOARD. THEN PIN A SHEET OF WAX PAPER OVER LAYOUTS TO PREVENT FRAMES FROM STICKING TO PLAN DURING CONSTRUCTION.



STABILIZER IS BUILT IN TWO PIECES AND IS CEMENTED TO THE SIDES OF FUSELAGE

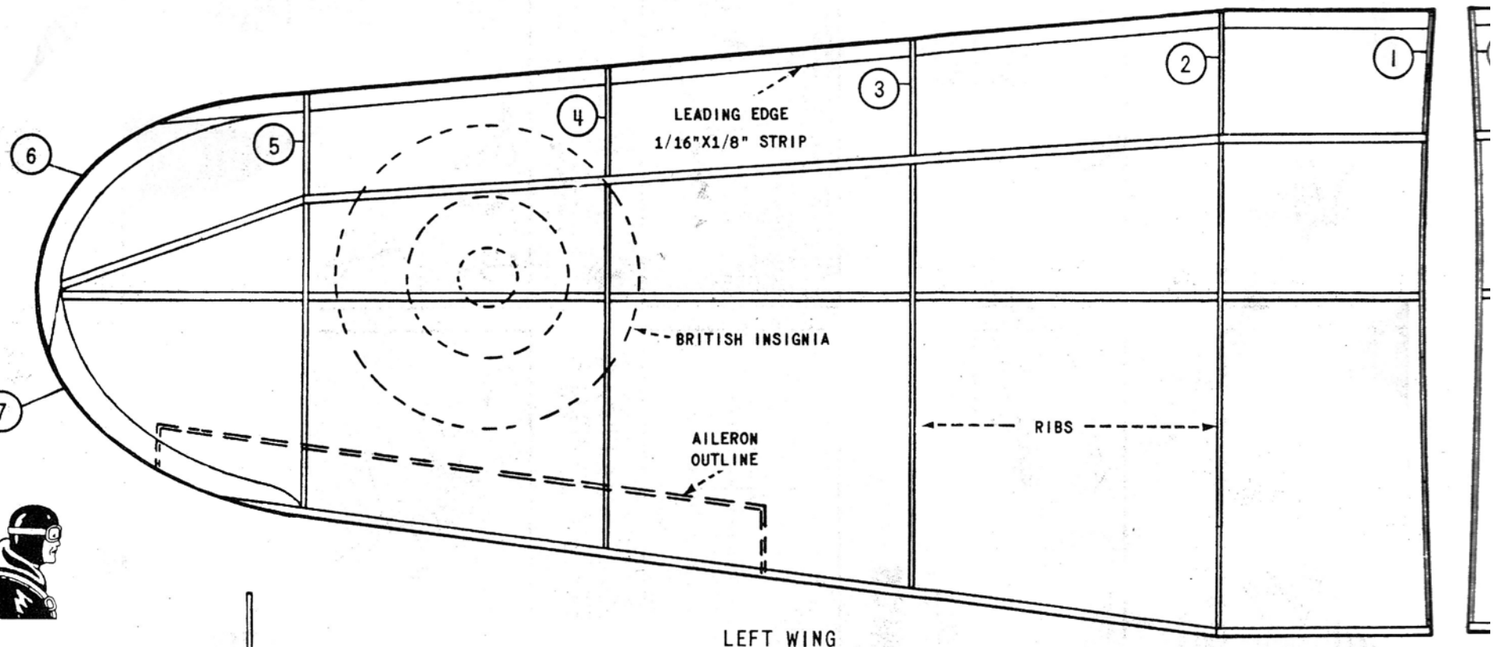
RIGHT STABILIZER
LAYOUT



LEFT STABILIZER
LAYOUT

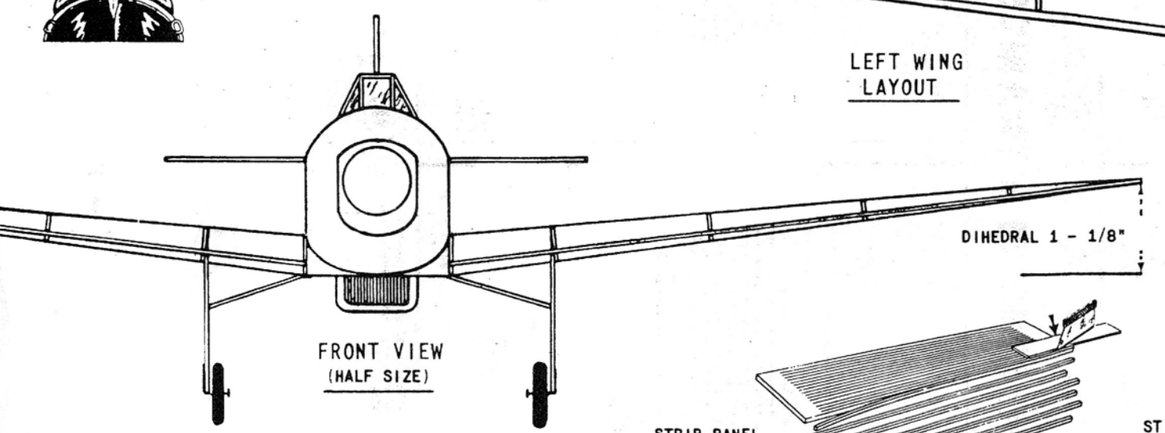
ABOUT 36" OF 1/32"X1/8" RUBBER THREAD, TIED AND LOOPED AS SHOWN IS REQUIRED TO FLY THIS MODEL. THIS CAN BE OBTAINED FROM YOUR LOCAL HOBBY DEALER.

ALL 1/16" SQ.
STRIPS



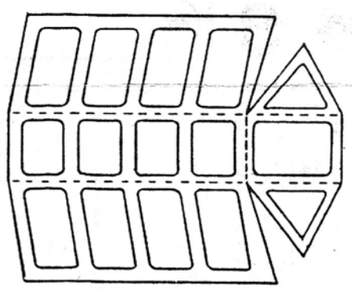
LEFT WING
LAYOUT

SLANT NO. 1 RIBS SLIGHTLY TO ALLOW FOR WING DIHEDRAL. SEE STEP 2 OF "WING CONSTRUCTION" (BACK OF SHEET) FOR ANGLE BLOCK PATTERN.



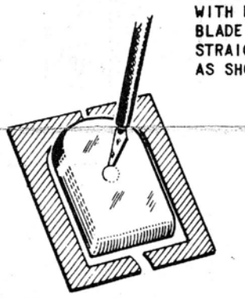
FRONT VIEW
(HALF SIZE)

FACN #270



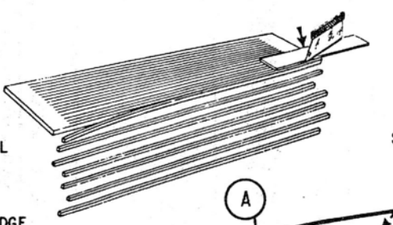
STIFF PAPER
PATTERN NO. 1

FOLD ON
DOTTED LINES



PLASTIC NOSE COWL

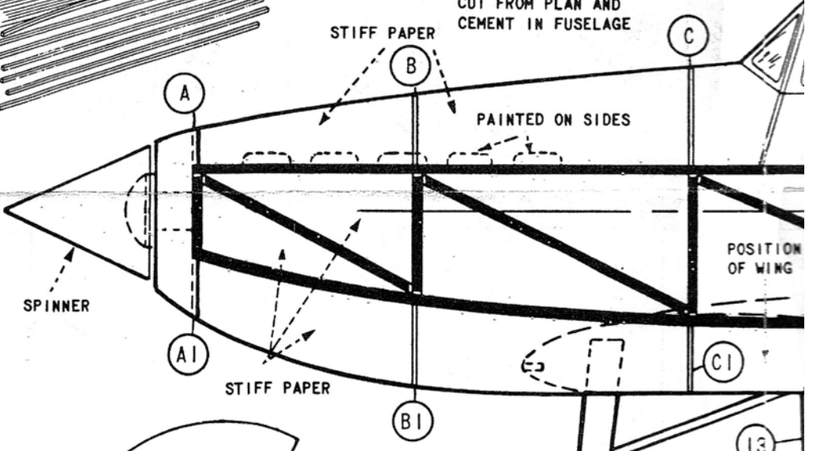
CUT PLASTIC NOSE COWL FREE FROM FORMED SHEET AND THEN CUT NOSE PLUG HOLE AS SHOWN.

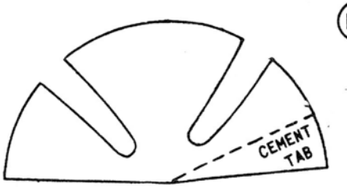


STRIP PANEL
CUT BALSA
WITH RAZOR
BLADE AND
STRAIGHT EDGE
AS SHOWN.

INSTRUMENT PANEL
CUT FROM PLAN AND
CEMENT IN FUSELAGE

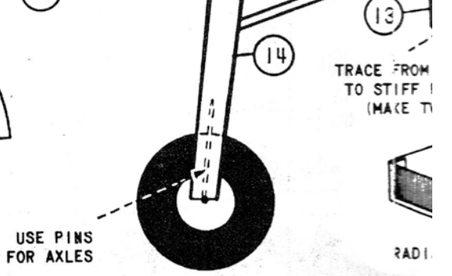
ENCLOSED





SPINNER PATTERN

TRACE ON STIFF PAPER AND CUT TO SHAPE. FORM AS SHOWN IN DETAIL AND CEMENT EDGES TOGETHER. CEMENT TO PROP AFTER PROP HOOKUP IS MADE.

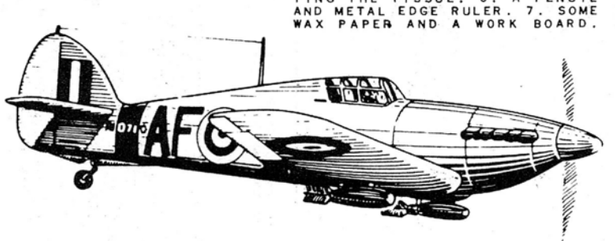


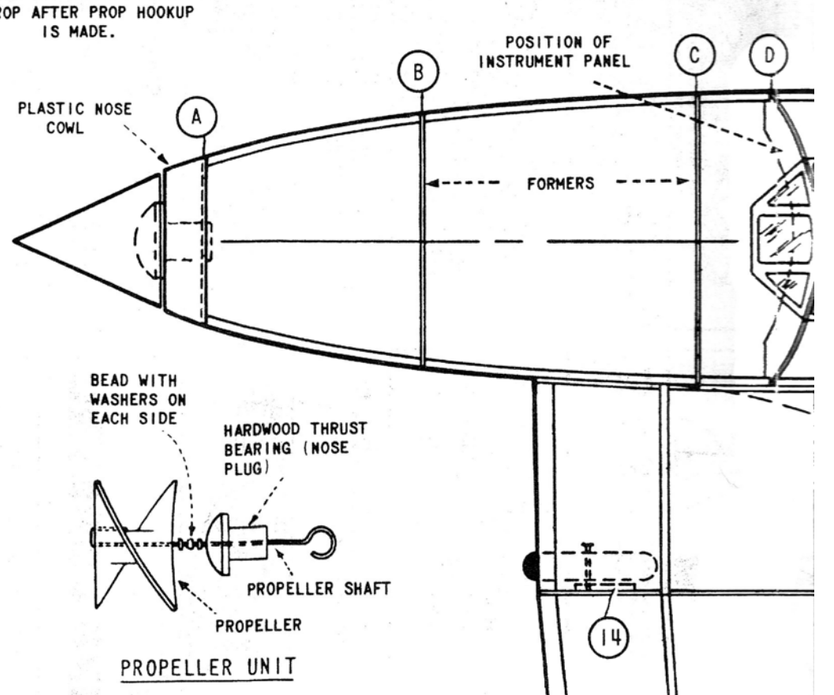
MR. MODEL BUILDER:

STUDY PLAN AND INSTRUCTIONS CAREFULLY BEFORE PROCEEDING WITH CONSTRUCTION. THE GENERAL CONSTRUCTION PROCEDURE IS AS FOLLOWS: 1. BUILD THE FRAMES. 2. COVER THE FRAMES. 3. ASSEMBLE THE MODEL. COMPLETE STEP-BY-STEP INSTRUCTIONS ARE FURNISHED ON THE BACK OF THIS PLAN.

TOOLS AND MATERIALS REQUIRED.

1. MODEL AIRPLANE CEMENT FOR JOINING PARTS. AIRPLANE DOPE FOR ATTACHING TISSUE TO THE FRAMES. BOTH ARE AVAILABLE AT YOUR LOCAL HOBBY DEALER OR AT YOUR CHAIN STORE. 2. COMMON PINS. ABOUT 50 ARE NEEDED. 3. MODEL BUILDERS KNIFE OR SINGLE EDGE RAZOR BLADE. 4. NEEDLE NOSE PLIERS FOR BENDING 1/32" WIRE LANDING GEARS. 5. SCISSORS FOR CUTTING THE TISSUE. 6. A PENCIL AND METAL EDGE RULER. 7. SOME WAX PAPER AND A WORK BOARD.





PROPELLER UNIT

GUILLOW'S

HAWKER HURRICANE

Kit 50-9 Wing Span — 20" Length — 14"

Early World War 2 British fighter plane

PAUL K. GUILLOW • WAKEFIELD, MASS.